AGENDA
CITY OF CITRUS HEIGHTS CITY COUNCIL
6:00 PM SPECIAL MEETING
7:00 PM REGULAR MEETING
City Hall Council Chambers
6360 Fountain Square Drive, Citrus Heights, CA

PLEASE NOTE: In order to minimize the spread of the COVID 19 virus, Governor Newsom has issued Executive Orders that temporarily suspend some requirements of the Brown Act. Please be advised that the Council Chambers are closed to the public and that some, or all, Council Members may attend City Council meetings telephonically or otherwise electronically. The meeting will be held via webcast with NO PHYSICAL LOCATION FOR PUBLIC ATTENDANCE.

If you wish to make a public comment, please submit your comment via email to cityclerk@citrusheights.net or by completion of an online Speaker Card at https://www.citrusheights.net/FormCenter/City-Council-Meetings-Speaker-Card-30. Public comments shall be limited to 250 words or less. Each comment will be read aloud by the City Clerk.

You are strongly encouraged to observe the City Council meetings on television live on Metro Cable 14, the government affairs channel on the Comcast, Consolidated Communications, and AT&T U-Verse cable systems and replayed on the following Monday at 9:00 a.m.

Alternatively, members of the public can view the City Council meeting live webcast at https://www.citrusheights.net/673/Live-City-Council-Meeting-Webcasts.

The Agenda for this meeting of the City Council for the City of Citrus Heights was posted at Citrus Heights City Hall, 6360 Fountain Square Drive, Citrus Heights, CA before the close of business at 5:00 p.m. on the Friday preceding the meeting.

If you need a disability-related modification or accommodation, to participate in this meeting, please contact the City Clerk’s Office 916-725-2448, cityclerk@citrusheights.net, or City Hall 6360 Fountain Square Drive at least 48 hours prior to the meeting. TDD: California Relay Service 7-1-1.

4-9-20 Agenda Packet
Documents:

4-9-20 AGENDA PACKET.PDF

CALL SPECIAL MEETING TO ORDER
1. Roll Call: Council Members: Bruins, Daniels, Middleton, Miller, Slowey

PUBLIC COMMENT

STUDY SESSION
2. Complete Pavement Management System Update

ADJOURNMENT

CALL REGULAR MEETING TO ORDER
1. Flag Salute
2. Roll Call: Council Members: Bruins, Daniels, Middleton, Miller, Slowey
3. Video Statement

APPROVAL OF AGENDA

PRESENTATIONS
4. Proclamation Of The City Of Citrus Heights Proclaiming April 2020 As Fair Housing Month

COMMENTS BY COUNCIL MEMBERS AND REGIONAL BOARD UPDATES

PUBLIC COMMENT

CONSENT CALENDAR
It is recommended that all consent items be acted on simultaneously unless separate discussion and/or action is requested by a Council Member.

5. SUBJECT: Approval Of Minutes
   RECOMMENDATION: Approve the Minutes of the Special Joint City Council/Planning Commission Meeting of Thursday, March 12, 2020 and the Minutes of the Regular Meeting of March 12, 2020

6. SUBJECT: Approve Memorandum Of Understanding (MOU) With County Of Sacramento Environmental Management Department For Enforcement Of The City’s Storm Water Ordinance
   STAFF REPORT: S. Hodgkins / D. Medema
   RECOMMENDATION: Adopt Resolution No. 2020- ___; A Resolution of the City Council of the City of Citrus Heights, California, Authorizing the City Manager to Execute a Memorandum of Understanding with the County of Sacramento Environmental Management Department to Provide Enforcement of the City’s Storm Water Ordinance (Chapter 98-200) at Commercial and Industrial Facilities in Citrus Heights

PUBLIC HEARINGS

REGULAR CALENDAR
7. SUBJECT: Sylvan 40 Property Market Research And Planning Goals
   STAFF REPORT: C. McDuffee / C. Kempenaar / A. Bermudez
   STRATEGIC PLANNING GOAL: Diversify for a Changing Economy
   RECOMMENDATION: Staff Recommends the City Council Make the Following Motions:

a. Motion 1: Adopt Resolution No. 2020- ___; A Resolution of the City Council of the City of Citrus Heights, California, Adopting Planning Goals to Help Guide the Future Development of The Sylvan 40 Property

b. Motion 2: Direct Staff to Meet with the Cemetery District to Engage in Discussion Regarding Their Interest in Purchasing a Portion of the Sylvan 40 Property

c. Motion 3: Direct Staff to Proceed with Exploring Market Interest in the Property and
8. SUBJECT: Agreement For Cost Sharing With The County Of Sacramento

STAFF REPORT: R. Cave

RECOMMENDATION: Adopt Resolution No. 2020-___; A Resolution of the City Council of the City of Citrus Heights, California, Authorizing the City Manager to Execute an Agreement for Cost Sharing with the County of Sacramento for the AC Overlay Project (Project) SB1 Phase 5 – Madison Avenue from San Juan Avenue to Dewey Drive; and Kenneth Avenue from Central Avenue to Oak Avenue

9. SUBJECT: Deliberate And Vote On The Tentative Transportation Expenditure Plan For The Proposed 2020 Countywide Transportation Sales Tax Ballot Measure

STAFF REPORT: R. Cave

RECOMMENDATION: Staff Requests the City Council Deliberate on the Proposed Transportation Expenditure Plan and Either Vote to Approve or Deny the Plan as Follows:

a. Adopt Resolution No. 2020-___; A Resolution of the City Council of the City of Citrus Heights, California Declaring a Vote to Approve the Sacramento Transportation Authority Tentative Transportation Expenditure Plan for the Proposed 2020 Countywide Transportation Sales Tax Ballot Measure

OR

b. Adopt Resolution No. 2020-___; A Resolution of the City Council of the City of Citrus Heights, California Declaring Vote to Deny the Sacramento Transportation Authority Tentative Transportation Expenditure Plan for the Proposed 2020 Countywide Transportation Sales Tax Ballot Measure

DEPARTMENT REPORTS

CITY MANAGER ITEMS

ITEMS REQUESTED BY COUNCIL MEMBERS / FUTURE AGENDA ITEMS

ADJOURNMENT
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April 3, 2020

Amy Van, City Clerk

Please turn off all cellular phones while the City Council meeting is in session.
CALL SPECIAL MEETING TO ORDER

1. Roll Call: Council Members: Bruins, Daniels, Middleton, Miller, Slowey

PUBLIC COMMENT

STUDY SESSION

2. Complete Pavement Management System Update

STRATEGIC PLANNING GOAL: Improve Streets and Infrastructure

ADJOURMENT

REGULAR MEETING

7:00 PM

CALL REGULAR MEETING TO ORDER

1. Flag Salute

2. Roll Call: Council Members: Bruins, Daniels, Middleton, Miller, Slowey

3. Video Statement

APPROVAL OF AGENDA

PRESENTATIONS

4. Proclamation of the City of Citrus Heights Proclaiming April 2020 as Fair Housing Month

COMMENTS BY COUNCIL MEMBERS AND REGIONAL BOARD UPDATES

PUBLIC COMMENT

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**PUBLIC HEARING**

**REGULAR CALENDAR**

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   c. Motion 3: Direct Staff to Proceed with Exploring Market Interest in the Property and Offer the Sylvan 40 Property for Sale

8. **SUBJECT:** Agreement for Cost Sharing with the County of Sacramento  
AC Overlay Project SB1 Phase 5 – Madison Avenue from Dewey Drive to San Juan Avenue; and, Kenneth Avenue from Central Avenue to Oak Avenue  
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**DEPARTMENT REPORTS**

**CITY MANAGER ITEMS**

**ITEMS REQUESTED BY COUNCIL MEMBERS/ FUTURE AGENDA ITEMS**

**ADJOURNMENT**
CALL SPECIAL JOINT MEETING TO ORDER

The special joint meeting was called to order at 5:00 p.m. by Mayor Slowey.

1. Roll Call:

   Council Members present: Bruins, Daniels, Middleton, Miller, Slowey
   Council Members absent: None
   Planning Commissioners present: Ingle, Lagomarsino, Van Diker, Scheeler, Schaefer
   Planning Commissioners absent: Duncan, Flowers
   Staff present: Boyd, Huber, Jones, Kempenaar, Van, and department directors.

PUBLIC COMMENT

None

STUDY SESSION

2. Sunrise Mall Market Analysis and Specific Plan Update

   STRATEGIC PLANNING GOAL: Diversify for a Changing Economy

City Manager Boyd stated the City began the process of revitalizing the mall in July with the Council making the decision to do a General Plan amendment to support the diversification of the mall from a commercial center to a place where people can shop, work, live and play. In October 2019, the City hired Gensler and MXD Consultants. We are nearing the completion of the first phase of the project that has included data gathering, synthesis and analysis, mall owner engagement, and community engagement. This evening you will see three plan concepts that represent a range of possibilities for the 100 acre Sunrise Mall site. These options are not finite plans, they are really meant to facilitate discussion and the final result will likely represent a combination of different elements across all plans.

James Dunsmore with Gensler provided an overview of the Sunrise Tomorrow project with the vision to create a Specific Plan for the Sunrise Mall property. Over the last few months they have been looking at the physical site analysis, the traffic analysis, market conditions, starting community engagement, and meeting with Mall owners.

Jordan Butler with Gensler provided an overview of the community engagement numbers over the last few months that includes 54 stakeholders interviewed, over 300 community workshop attendees, over 400 commenters and survey-responders on the website, over 1,500 unique website user, over 5,000 visited the website, and over 4 million estimated media impressions related to the project. She provided an overview of the themes that emerged from the Community Workshop that included retail, open space, entertainment, mixed use, residential, hotel, and employment/office space.
Martin Anstey with MXD presented the overall market analysis for the Sunrise Mall property. The findings of the market analysis suggest what should be built on the property over the next 20 years. The market analysis findings included 249,000 SF of retail, 446,000 SF of office space, 938 units of multifamily residential, 237 rooms for a full service hotel, and 214 rooms for a limited service hotel.

Nate Cherry with Gensler presented three initial concept options for the Sunrise Mall property. The first concept option is a Mall Refresh which significantly adaptively reuses the site. Saving the building and doing things to it by stripping off the finishes and integrating new uses so that the elements of the building that are most interesting are brought forward. The second concept option is a 21st Century Main Street that is more of a hybrid by saving pieces of it, the Macy’s building to the north and the two department stores to the east. The third concept option is a Central Park concept that is a demolition and redevelopment of the site. He provided greater detail of each concept option.

Planning Commission and City Council member questions and comments followed.

By consensus, Planning Commissioners and City Council Members favored the “21st Century Main Street” conceptual plan. Although a preferred conceptual plan was selected, revisions will continue to be made until the final Specific Plan is adopted later this year.

**ADJOURMENT**

Mayor Slowey adjourned the special meeting at 6:50 p.m.

Respectfully submitted,

__________________________
Amy Van, City Clerk
CALL REGULAR MEETING TO ORDER

The regular meeting was called to order at 7:00 p.m. by Mayor Slowey.

1. The Flag Salute was led by Council Member Daniels.

2. Roll Call: Council Members present: Bruins, Daniels, Middleton, Miller, Slowey
   Council Members absent: None
   Staff present: Boyd, Bermudez, Jones, Kempenaar, Singer, Van and department directors.

Mayor Slowey read the following statement:

The COVID-19 situation is constantly evolving, and your City of Citrus Heights Staff and Officials continue to closely monitor updates from the Sacramento County Public Health Department and Office of Emergency Services. Our Staff is in constant contact with regional, state, and federal-level senior officials.

On March 9, Sacramento County Public Health announced new mitigation efforts for COVID-19 in our region, to protect those who are most vulnerable to severe illness, and allow our health care system to prepare resources to take care of severely ill patients. Those looking for the most up-to-date information on COVID-19, including the County’s mitigation strategy, prevention tips, and a list of risk factors, should continue to refer to the County’s website: www.SacCounty.net/COVID-19.

In line with these recommendations, City Staff are postponing our own non-essential meetings, large events (with over 250 attendees), and gatherings that host high-risk populations through March. Staff are contacting those affected directly, and updating our website accordingly. We are committed to ensuring the highest well-being and safety of Citrus Heights residents and staff.

City Hall remains open and City Council meetings will proceed with small changes to agendas to postpone non-essential items in an effort to minimize risk. Our Community Center and City Hall staff are available to answer events-related questions, and we remain committed to delivering the quality services our City deserves. For COVID-19 updates from Sacramento County Public Health, please visit www.SacCounty.net/COVID-19. For any media contacts please contact the city’s Communications Department at 916 727-4815.

3. The video statement was read by City Clerk Van.

APPROVAL OF AGENDA

ACTION: On a motion by Vice Mayor Miller, seconded by Council Member Middleton, the City Council approved the agenda.

AYES: Bruins, Daniels, Middleton, Miller, Slowey
PRESENTATIONS

4. Sacramento Regional Transit – SmaRT Ride Update

City Clerk Van announced that Sacramento Regional Transit has postponed the presentation due to the COVID-19 social distancing requirements.

COMMENTS BY COUNCIL MEMBERS AND REGIONAL BOARD UPDATES

Council Member Daniels attended Coffee with a Cop, the 2020 Yosemite Policymakers Conference hosted by the Local Government Commission, and the R.E.A.C.H Neighborhood Association Potluck.

Council Member Middleton also attended the R.E.A.C.H Neighborhood Association Potluck.

Council Member Bruins provided an update from the Sacramento Area Council of Governments Board meeting and promoted the Citrus Heights Police Activities League Cornhole Tournament to be held on March 13.

Vice Mayor Miller attended the Regional Transit Board meeting and the Sacramento Transportation Authority Board meeting.

Mayor Slowey read the following statement:

Beginning today, March 12, all households will begin to receive invitations by mail to complete the 2020 U.S. Census. By April 1, the official U.S. Census Day, every household should have received one.

Responding to the census is easy. Questionnaires may be completed by phone, by mail and – for the first time - online. The Census website is available in 12 languages other than English and may be accessed using a computer, smartphone, laptop or tablet.

The Census schedule is as follows, after the initial invitation is received, households which have not responded will receive two additional mailed reminders. After the 2nd reminder, an actual census questionnaire form will be mailed to those households which still have not responded. After April 30th, those households which still have not responded are likely to get a census worker visiting their residence. For information on how to verify IDs of census workers, visit the census website at 2020census.gov.

Citrus Heights is partnering with Sacramento County and a number of community-based organizations and public agencies to make sure everyone is counted. Therefore, beginning today, March 12th census assistance will be available here at City Hall, as well as a number of other locations throughout the county including the Sylvan Oaks Library.

It’s important that you and everyone in your household are counted. The 2010 census, Citrus Heights had a 70.2% response rate—let’s exceed that this time with a goal of 90%!
PUBLIC COMMENT

David Warren expressed concerns regarding the necessary resources available for police and city hall staff to protect against the COVID-19 virus.

Michael Lagomarsino thanked the council for attending the R.E.A.C.H Neighborhood Association Potluck. He also thanked them for allowing the Planning Commissioners to attend the League of California Cities Planning Commissioners Academy.

Arthur Ketterling provided suggestions related to public transit for the Sunrise Mall Strategic Plan.

Theresa Shannon stated she has a small ADA signage business and would like to be considered for any ADA signage projects in the city.

CONSENT CALENDAR

5. **SUBJECT:** Approval of Minutes  
   **RECOMMENDATION:** Approve the Minutes of the Special/Regular Meeting of February 27, 2020

6. **SUBJECT:** Second Reading – Ordinance Text Amendment  
   Wall Signage within Sunrise/Greenback Special Sign District  
   **STAFF REPORT:** C. McDuffee / C. Kempenaar / A. Bermudez  
   **RECOMMENDATION:** Adopt Ordinance No. 2020 - 002; An Ordinance of the City of Citrus Heights to Amend Chapter 106.38 of the Zoning Code in Regard to Signage

7. **SUBJECT:** Citrus Heights Community Center Audio Visual Equipment Replacement Project Rejection of Bids and Approval to Rebid Project  
   **STAFF REPORT:** C. Myers  
   **RECOMMENDATION:** Adopt Resolution No. 2020 - 016; A Resolution of the City Council of the City of Citrus Heights, California, Rejecting the Bids for the Citrus Heights Community Center Audio Visual Equipment Replacement Project and Authorize the Re-Release of the Call for Bids

8. **SUBJECT:** Audited Financial Statements and Compliance Report for Transportation Development Act Funds  
   **STAFF REPORT:** R. Rivera / R. Prasad  
   **RECOMMENDATION:** Staff Recommends that the City Council Accepts and Files the City of Citrus Heights Transportation Development Act (TDA) Funds Audited Financial Statements and Compliance Report for Fiscal Year Ended June 30, 2019.  
   **STRATEGIC PLANNING GOAL:** Maintain Fiscal Stability

9. **SUBJECT:** Transportation Development Act (TDA) Funding Claim Authorization  
   **STAFF REPORT:** M. Poole  
   **RECOMMENDATION:** Adopt Resolution No. 2020 - 018; A Resolution of the City Council of the City of Citrus Heights, California, Authorizing the City to Claim its Transportation Development Act (TDA) Funds for Fiscal Year 2019-2020 and Any Revised Apportionments for Previous Years
ACTION: On a motion by Council Member Bruins, seconded by Council Member Middleton, the City Council adopted Consent Calendar Items 5, 6, 7, 8, and 9.

AYES: Bruins, Daniels, Middleton, Miller, Slowey
NOES: None
ABSENT: None

PUBLIC HEARING

None

REGULAR CALENDAR

10. SUBJECT: Resolution Authorizing Local Early Action Planning (LEAP) Grant Application
STAFF REPORT: C. McDuffee / C. Kempenaar
RECOMMENDATION: Adopt Resolution No. 2020-017; A Resolution of the City Council of the City of Citrus Heights, California, Authorizing Application for, and Receipt of, Local Government Planning Support Program Funds

Planning Manager Kempenaar explained the Local Early Action Planning is funds that are distributed by HCD to all cities and counties in the state with the intent to increase housing supply, streamline housing production and facilitate more affordable housing. The grant allocation is based on the city’s population and the city would be allocated $300,000 in funding and must be used by December 31, 2023. Some potential projects that staff are considering using the funds for include updating the city’s housing element, the Sunrise Mall environmental impact report, or minor General Plan updates.

Council comments and questions followed.

ACTION: On a motion by Council Member Bruins, seconded by Vice Mayor Miller, the City Council adopted Resolution No. 2020-017; A Resolution of the City Council of the City of Citrus Heights, California, Authorizing Application for, and Receipt of, Local Government Planning Support Program Funds.

AYES: Bruins, Daniels, Middleton, Miller, Slowey
NOES: None
ABSENT: None

11. SUBJECT: 2019 General Plan Annual Progress Report
STAFF REPORT: C. McDuffee / C. Kempenaar / E. Singer
RECOMMENDATION: Adopt Resolution No. 2020-019; A Resolution of the City Council of the City of Citrus Heights, California, Accepting the 2019 General Plan Annual Progress Report

Assistant Planner Singer presented an overview of the General Plan progress report. The City’s General Plan contains 66 goals to guide the overall development of the City. Each goal is followed by policies that establish basic statements guiding action to pursue community goals. The progress report is compiled to provide an update on the progress of the goals.
ACTION: On a motion by Council Member Bruins, seconded by Council Member Daniels, the City Council adopted Resolution No. 2020 – 019; A Resolution of the City Council of the City of Citrus Heights, California, Accepting the 2019 General Plan Annual Progress Report.

AYES: Bruins, Daniels, Middleton, Miller, Slowey
NOES: None
ABSENT: None

DEPARTMENT REPORTS

None

CITY MANAGER ITEMS

None

ITEMS REQUESTED BY COUNCIL MEMBERS/ FUTURE AGENDA ITEMS

Mayor Slowey announced that Senator Winer will be featured as the guest speaker at the Local Government Commission Dinner to be held on April 30 to discuss his new housing bill, he encouraged Council Members to attend.

ADJOURNMENT

Mayor Slowey adjourned the regular meeting at 7:46 p.m.

Respectfully submitted,

Amy Van, City Clerk
DATE:        April 9, 2020

TO:        Mayor and City Council Members
           Christopher W. Boyd, City Manager

FROM:        Stuart Hodgkins, City Engineer
              Dirk Medema, Associate Civil Engineer

SUBJECT:        Approve Memorandum of Understanding (MOU) with County of Sacramento Environmental Management Department for Enforcement of the City’s Storm Water Ordinance

Summary and Recommendation

Under the City’s adopted Storm Water Ordinance (Chapter 98-200; Storm Water Discharge) and in conjunction with our National Pollutant Discharge Elimination System (NPDES) permit issued by the California Regional Water Quality Control Board, the City is responsible for prohibiting and regulating discharge of pollutants to the local storm water conveyance system. The Ordinance identifies requirements residents and businesses must abide by, and in addition, gives the City the ability to enter into agreements with the County of Sacramento to administer and enforce the ordinance in commercial and industrial areas.

Staff recommends the City Council adopt Resolution No. 2020-___ A Resolution of the City Council of the City of Citrus Heights, California, authorizing the City Manager to execute a Memorandum of Understanding (MOU) with the County of Sacramento Environmental Management Department (EMD) to provide enforcement of the City’s Storm Water Ordinance (Chapter 98-200) at commercial and industrial facilities in Citrus Heights.

Fiscal Impact

There is no fiscal impact to the General Fund associated with this action. EMD’s Commercial/Industrial Storm Water Compliance Program is funded by fees paid to EMD by the businesses that EMD inspects.

Background and Analysis

The City adopted a Storm Water Ordinance (Chapter 98-200; Storm Water Discharge) to comply with its NPDES permit issued by the California Regional Water Quality Control Board. As required by the NPDES permit, the City is responsible for prohibiting and regulating the discharge
of pollutants to the local storm water conveyance system. The Storm Water Ordinance sets forth the specific requirements that residents and businesses must abide by. In addition, the ordinance gives the City the ability to enter into agreements with the County of Sacramento to administer and enforce the ordinance in commercial and industrial areas.

Citrus Heights has entered into past MOUs with Sacramento County EMD to perform storm water inspection and enforcement activities at commercial and industrial businesses within its jurisdictional boundaries. Staff has determined that it is more economical and efficient to continue to utilize the services of EMD to fulfill the commercial/industrial storm water program requirements of the NPDES permit.

EMD’s Commercial/Industrial Storm Water Compliance Program regulates nine types of businesses in Citrus Heights:

1. Auto repair shops
2. Auto body shops
3. Auto sales, lease, and rental dealerships
4. Gas stations
5. Restaurants
6. Nurseries
7. Kennels
8. Equipment rental businesses
9. Facilities that have coverage under the State’s General Industrial Storm Water Permit

In general, businesses must exhibit good housekeeping by incorporating best management practices that prevent onsite pollutants from entering the City’s storm drain system. Sacramento County EMD educates business owners and conducts progressive enforcement for businesses in violation of the Storm Water Ordinance. EMD provides reports to City staff on a monthly basis.

This proposed MOU would replace the previous MOU that expires on June 30, 2020. The proposed MOU’s expiration date is June 30, 2025.

Attachments:
1. Resolution No. 2020-____ A Resolution of the City Council of the City of Citrus Heights, California, authorizing the City Manager to execute a Memorandum of Understanding with the County of Sacramento Environmental Management Department to provide enforcement of the City’s Storm Water Ordinance (Chapter 98-200) at commercial and industrial facilities in Citrus Heights.

2. Draft Agreement with County of Sacramento for enforcement of the City’s Storm Water Ordinance (Chapter 98-200) at commercial and industrial facilities in Citrus Heights.
RESOLUTION NO. 2020-____

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF CITRUS HEIGHTS, CALIFORNIA, AUTHORIZING THE CITY MANAGER TO EXECUTE A MEMORANDUM OF UNDERSTANDING WITH THE COUNTY OF SACRAMENTO ENVIRONMENTAL MANAGEMENT DEPARTMENT TO PROVIDE ENFORCEMENT OF THE CITY’S STORM WATER ORDINANCE (CHAPTER 98-200) AT COMMERCIAL AND INDUSTRIAL FACILITIES IN CITRUS HEIGHTS

WHEREAS, in 1987 Congress amended Section 402 of the Federal Clean Water Act to require the United States Environmental Protection Agency ("EPA") to promulgate regulations for permits for stormwater discharges;

WHEREAS, the regulations are designed to control pollutants associated with stormwater discharges through the use of the National Pollutant Discharge Elimination System ("NPDES") permit system which allows the lawful discharge of stormwater into the waters of the United States;

WHEREAS, the EPA has delegated to the State of California the authority to issue NPDES permits;

WHEREAS, the California Regional Water Quality Control Board, Central Valley Region ("Regional Board") has been charged by the California State Water Resources Control Board with the responsibility to issue NPDES permits within the Central Valley Region;

WHEREAS, on June 23, 2016, the Regional Board adopted a NPDES stormwater permit No. CAS0085324, Order No. R5-2016-040, (hereinafter referred to as "Permit") a single Region-wide MS4 Permit (Order) that promotes greater watershed/drainage shed coordination, water quality measure protections, and program implementation efficiencies;

WHEREAS, references in this AGREEMENT to the Permit shall be construed as including applicable sections of the PERMITTEES’ Stormwater Quality Improvement Plan (SQIP), and any valid order or instrument issued by the Regional Board regarding implementation of the Permit;

WHEREAS, PERMITTEES must comply with the Permit, its successor Permit(s), and other stormwater compliance documents subject to modification by the Regional Board;

WHEREAS, CITY is responsible for overseeing regulatory compliance with the Permit for areas within its jurisdiction;

WHEREAS, CITY has adopted a Stormwater Ordinance set forth at Chapter 98-200 of the Citrus Heights Municipal Code to prohibit the discharge of pollutants to CITY’s municipal stormwater conveyance system;

WHEREAS, Provision D.9 of the Permit includes the requirement to track, inspect and ensure compliance with the Stormwater Ordinance at industrial and commercial facilities;

WHEREAS, COUNTY, as both the State-designated Certified Unified Program Agency (CUPA) and Environmental Health Agency for Sacramento County, is currently tracking, conducting inspections and otherwise regulating, pursuant to Division 20, Chapter 6.11, and Division 104, Part 7 of
the Health and Safety Code, the majority of the commercial and industrial facilities that are subject to compliance with the Stormwater Ordinance;

WHEREAS, CITY has determined that the cost to track, inspect and ensure stormwater compliance at commercial and industrial facilities is such that it would be more economical, feasible, and appropriate to utilize the services of COUNTY to fulfill the commercial/industrial stormwater program requirements of the Permit;

WHEREAS, Article 11, section 8, of the California Constitution provides that a county may agree with a city within its borders to perform specified municipal functions, and the Citrus Heights Municipal Code and Sacramento County Charter allow the Citrus Heights City Council and the Sacramento County Board of Supervisors, respectively, to enter into agreements for the performance of municipal functions by COUNTY;

WHEREAS, pursuant to Citrus Heights Municipal Code Section 98-231 (b), CITY may enter into agreements with COUNTY and its authorized officials and employees to administer and enforce the CITY Stormwater Ordinance with respect to commercial and industrial facilities in the CITY by including these facilities in COUNTY’s commercial and industrial compliance program;

WHEREAS, pursuant to Citrus Heights Municipal Code Section 98-231 (c), if CITY and COUNTY enter into such an agreement, any administrative or civil enforcement by COUNTY of the CITY Stormwater Ordinance with respect to such commercial and industrial facilities shall be governed by and conducted pursuant to the COUNTY’s own stormwater ordinance; and

WHEREAS, COUNTY and CITY desire to enter into the terms and conditions set forth herein.

NOW, THEREFORE, BE IT RESOLVED AND ORDERED by the City Council of the City of Citrus Heights, that the City Manager is hereby authorized to execute an MOU with the County of Sacramento Environmental Management Department to enforce the industrial and commercial requirements of the City’s stormwater ordinance.

The City Clerk shall certify the passage and adoption of this Resolution and enter it into the book of original resolutions.

PASSED AND ADOPTED by the City Council of the City of Citrus Heights, California, this 9th day of April, 2020, by the following vote, to wit:

AYES: Council Members:
NOES: Council Members:
ABSTAIN: Council Members:
ABSENT: Council Members:

____________________________________
Jeff Slowey, Mayor

ATTEST:

____________________________________
Amy Van, City Clerk
COUNTY OF SACRAMENTO AGREEMENT NO. # __________________

AGREEMENT

THIS AGREEMENT is made and entered into as of this ____ day of ____________ 2020, between the COUNTY OF SACRAMENTO ENVIRONMENTAL MANAGEMENT DEPARTMENT, a political subdivision of the State of California (hereinafter referred to as "COUNTY"), and the CITY OF CITRUS HEIGHTS, a California municipal corporation (hereinafter referred to as "CITY").

RECITALS

WHEREAS, in 1987 Congress amended Section 402 of the Federal Clean Water Act to require the United States Environmental Protection Agency ("EPA") to promulgate regulations for permits for stormwater discharges; and

WHEREAS, the regulations are designed to control pollutants associated with stormwater discharges through the use of the National Pollutant Discharge Elimination System ("NPDES") permit system which allows the lawful discharge of stormwater into the waters of the United States; and

WHEREAS, the EPA has delegated to the State of California the authority to issue NPDES permits; and

WHEREAS, the California Regional Water Quality Control Board, Central Valley Region ("Regional Board") has been charged by the California State Water Resources Control Board with the responsibility to issue NPDES permits within the Central Valley Region; and

WHEREAS, on June 23, 2016, the Regional Board adopted a NPDES stormwater permit No. CAS0085324, Order No. R5-2016-0040, (hereinafter referred to as "Permit") for the County of Sacramento and the Cities of Citrus Heights, Elk Grove, Folsom, Galt, Rancho Cordova and Sacramento (PERMITTEES); and

WHEREAS, references in this AGREEMENT to the Permit shall be construed as including applicable sections of the Stormwater Quality Improvement Plan, (SQIP), and any other valid order or instrument issued by the Regional Board regarding implementation of the Permit; and

WHEREAS, PERMITTEES must comply with the Permit, its successor Permit, and other stormwater compliance documents subject to modification by the Regional Board; and

WHEREAS, CITY is responsible for overseeing regulatory compliance with the Permit for areas within its jurisdiction; and

WHEREAS, CITY has adopted a Stormwater Ordinance set forth at Chapter 98-200 of the Citrus Heights Municipal Code to prohibit the discharge of pollutants to CITY's municipal stormwater conveyance system; and
WHEREAS, Section 2.7 of the SQIP includes the requirement to track, inspect and ensure compliance with the Stormwater Ordinance at industrial and commercial facilities; and

WHEREAS, COUNTY, as both the State designated Certified Unified Program Agency (CUPA) and Environmental Health Agency for Sacramento County, is currently tracking, conducting inspections and otherwise regulating, pursuant to Division 20, Chapter 6.11, and Division 104, Part 7 of the Health and Safety Code, the majority of the commercial and industrial facilities that are subject to compliance with the Stormwater Ordinance; and

WHEREAS, CITY has determined that the cost to track, inspect and ensure stormwater compliance at commercial and industrial facilities is such that it would be more economical, feasible, and appropriate to utilize the services of COUNTY to fulfill the commercial/industrial stormwater program requirements of the Permit; and

WHEREAS, Article 11, section 8, of the California Constitution provides that a county may agree with a city within its borders to perform specified municipal functions, if provided by their respective charters, and the City and County Charters allow the City Council and the Board of Supervisors, respectively, to enter into agreements for the performance of municipal functions by COUNTY; and

WHEREAS, pursuant to Citrus Heights Municipal Code Section 98-231 (b), CITY may enter into agreements with COUNTY and its authorized officials and employees to administer and enforce the CITY Stormwater Ordinance with respect to commercial and industrial facilities in the CITY by including these facilities in COUNTY’s commercial and industrial compliance program; and

WHEREAS, pursuant to Citrus Heights Municipal Code Section 98-231 (c), if CITY and COUNTY enter into such an agreement, any administrative or civil enforcement by COUNTY of the CITY Stormwater Ordinance with respect to such commercial and industrial facilities shall be governed by and conducted pursuant to the COUNTY’s own stormwater ordinance; and

WHEREAS, COUNTY and CITY desire to enter into the terms and conditions set forth herein,

NOW, THEREFORE, in consideration of the mutual promises hereinafter set forth, the parties hereto agree as follows:

I. SCOPE OF SERVICES

COUNTY shall provide services in the amount, type, and manner described in Exhibit "A", which is attached hereto and incorporated herein.

CITY shall provide services in the amount, type, and manner described in Exhibit "B", which is attached hereto and incorporated herein.

II. COST SHARE

Each party shall be responsible for the costs of implementing their respective services as described in Exhibits "A" and "B."
III. TERM

This Agreement shall be effective and commence as of the date first written above and shall end on June 30, 2025, unless sooner terminated as provided herein.

IV. NOTICE

Any notice, demand, request, consent, or approval that either party hereto may or is required to give the other pursuant to this Agreement shall be in writing and shall be either personally delivered or sent by certified mail, return receipt requested, addressed as follows:

TO COUNTY
Marie Woodin, Director
Sacramento of County
Environmental Management Department
10590 Armstrong Avenue
Sacramento, CA 95655

TO CITY
City Engineer
City of Citrus Heights
General Services Department
6360 Fountain Square Drive
Citrus Heights, CA 95610

Either party may change the address to which subsequent notice and/or other communications can be sent by giving written notice designating a change of address to the other party, which shall be effective upon receipt. Notice shall be deemed effective on the date of receipt.

V. COMPLIANCE WITH LAWS

CITY and COUNTY and their respective officers and employees shall observe and comply with all applicable Federal, State, County and City laws, regulations and ordinances, including but not limited to laws, regulations and ordinances governing conflict of interest.

VI. EMPLOYMENT STATUS OF PERSONNEL

1. Any persons employed by COUNTY for the performance of services pursuant to this Agreement shall remain employees of COUNTY, shall at all times be under the direction and control of COUNTY, and shall not be considered employees of CITY. All persons employed by COUNTY to perform services pursuant to this Agreement shall be entitled solely to the rights and privileges afforded to COUNTY employees and shall not be entitled, as a result of providing services hereunder, to any additional rights or privileges that may be afforded to CITY employees.

2. For the purpose of performing the services provided for in this Agreement, and for the purpose of giving official status to the performance thereof where necessary, every COUNTY officer and employee engaged in the performance of any service hereunder shall be deemed to be an agent of the CITY while performing such services for CITY, provided that such services are within the scope of this Agreement, are purely municipal functions and are performed as authorized by the Citrus Heights Municipal Code. Notwithstanding the agency relationship established by this subsection, the CITY shall not be liable for any act or omission of any COUNTY officer or employee.
3. CITY shall not be liable for the payment of any salaries, wages, compensation or other benefits to any COUNTY employee performing services pursuant to this Agreement, or for compensation or indemnity to any COUNTY employee for injury or sickness arising out of his or her employment with the COUNTY and providing services pursuant to this Agreement.

4. COUNTY hereby indemnifies and holds CITY harmless from any and all claims that may be made against CITY based on any contention by any third party that an employer-employee relationship exists by reason of this Agreement.

VII. SHARE OF LIABILITIES

Notwithstanding any provision hereof to the contrary, if the Regional Board or other regulatory agency imposes penalties on the CITY, or any third party files a lawsuit against the CITY, based on any violation of the Permit by CITY, and such violation is related to any activities performed by either party under this Agreement, each party shall be responsible for the costs of such penalties or third party lawsuits to the extent that such penalties or lawsuits arise from activities performed or required to be performed by that party, its officers, directors, agents, employees, and volunteers, under this Agreement.

VIII. INDEMNIFICATION

CITY shall defend, indemnify and hold harmless COUNTY, its Board of Supervisors, officers, directors, agents, employees and volunteers from and against all demands, claims, actions, liabilities, losses, damages, and costs, including reasonable attorney’s fees, arising out of or resulting from the performance of the Agreement, caused in whole or in part by the negligent or intentional acts or omissions of CITY officers, directors, agents, and employees (including its volunteers and students).

COUNTY shall defend, indemnify, and hold harmless CITY, its City Council, officers, directors, agents, employees, and volunteers from and against all demands, claims, actions, liabilities, losses, damages and costs, including reasonable attorneys’ fees, arising out of or resulting from the performance of the Agreement, caused in whole or in part by the negligent or intentional acts or omissions of COUNTY’s Board of Supervisors, officers, directors, agents, and employees (including its volunteers and students).

It is the intention of COUNTY and CITY that the provisions of this SECTION be interpreted to impose on each party responsibility to the other for the acts and omissions of their respective officers, directors, agents, employees, volunteers and students, COUNTY’s Board of Supervisors, and CITY’s City Council. It is also the intention of COUNTY and CITY that, where comparative fault is determined to have been contributory, principles of comparative fault will be followed and each party shall bear the proportionate cost of any damage attributable to the fault of that party, its officers, directors, agents, employees, volunteers and students, COUNTY’s Board of Supervisors and CITY’s City Council.
IX. SUBCONTRACTS AND ASSIGNMENT

1. Any subcontracting will be subject to all applicable provisions of this Agreement. Subcontracting services delivered under this Agreement shall not in any way relieve COUNTY of any duty or responsibility under this Agreement and COUNTY shall remain primarily obligated for the performance of all services.

2. This Agreement is not assignable by COUNTY in whole or in part, without the prior written consent of CITY.

X. AMENDMENT AND WAIVER

Except as provided herein, no alteration, amendment, variation, or waiver of the terms of this Agreement shall be valid unless made in writing and signed by both parties. Waiver by either party of any default, breach or condition precedent shall not be construed as a waiver of any other default, breach or condition precedent, or any other right hereunder.

XI. INTERPRETATION

This Agreement shall be deemed to have been prepared equally by both of the parties, and the Agreement and its individual provisions shall not be construed or interpreted more favorably for one party on the basis that the other party prepared it.

XII. TERMINATION

Either party may terminate this Agreement upon one hundred and eighty (180) days written notice to the other party. Notice shall be deemed served on the date of mailing.

XIII. PRIOR AGREEMENTS

This Agreement constitutes the entire contract between COUNTY and CITY regarding the subject matter of this Agreement. Any prior agreements, whether oral or written, between COUNTY and CITY regarding the subject matter of this Agreement are hereby terminated effective immediately upon full execution of this Agreement.
IN WITNESS WHEREOF, the parties hereto have caused this Agreement to be duly executed as of the day and year first written above.

COUNTY OF SACRAMENTO, a political subdivision of the State of California

By:

______________________________________       Date:____________________

Director
Environmental Management Department

Reviewed and approved by County Counsel:

______________________________________       Date:____________________

Deputy County Counsel

COUNTY OF SACRAMENTO       AGREEMENT NO.______________
CITY OF CITRUS HEIGHTS

a municipal corporation of the State of California

By:

___________________________________________  Date:___________________

Christopher W. Boyd, City Manager

Attest:

___________________________________________  Date:___________________

City Clerk

Approved as to form:

___________________________________________  Date:___________________

City Attorney
EXHIBIT A to Agreement between
the COUNTY OF SACRAMENTO, hereafter referred to as "COUNTY," and
the CITY OF CITRUS HEIGHTS, hereafter referred to as "CITY"

I. SCOPE OF SERVICES

COUNTY DESCRIPTION OF SERVICES

COUNTY will work within a cooperative relationship with CITY and provide the following services:

1. Administer and enforce CITY's Stormwater Ordinance with respect to commercial and industrial facilities within the CITY.
   A. COUNTY will administer and enforce CITY’s Stormwater Ordinance with respect to commercial and industrial facilities within the incorporated CITY area, to the extent that COUNTY administration and enforcement is authorized by the Stormwater Ordinance or any amendments thereto adopted by the CITRUS HEIGHTS City Council.

2. Provide inspections at commercial and industrial facilities within the incorporated CITY area as required by the Permit and the current California Regional Water Quality Control Board Order in effect during the contract period consistent with applicable provisions of the Stormwater Ordinance.
   A. COUNTY will complete a stormwater compliance inspection at each eligible commercial and industrial facility at least once every three years.
   B. As necessary to comply with provisions of the Permit, categories may be proposed by the City for addition to or deletion from the Commercial and Industrial Stormwater Compliance Program (CISCP).
   C. COUNTY will, in coordination with CITY, maintain and update inspection form(s) to be used by COUNTY personnel.
   D. COUNTY will maintain and update the required area survey activities to ensure that new facilities are incorporated into the stormwater inspection and enforcement program and will provide, at a minimum, annual updates of database.
   E. COUNTY will distribute at the time of inspection any educational materials provided by CITY for such distribution.
   F. As necessary to comply with provisions of the permit, at the request of CITY, COUNTY will incorporate procedures to evaluate mitigation measures for target pollutant sources at commercial and industrial facilities that are identified by CITY. Inspection procedures will be designed to provide reasonable assurance that pollutant sources and their associated mitigation measures are adequately managed to reduce pollutant discharge, while making efforts to minimize the amount of additional time and resources needed to do so, by coordinating such procedures with existing inspection procedures.
3. Provide follow-up inspection and enforcement actions consistent with the requirements of the Permit and applicable provisions of the Stormwater Ordinance.

   A. In coordination with CITY, COUNTY will update follow-up inspection protocols and a progressive enforcement policy document for submittal to the Regional Board as part of the Stormwater Quality Improvement Plan (SQIP).

   B. COUNTY will provide enforcement assistance, as requested, by the Regional Board.

4. Provide a funding mechanism for commercial and industrial facility stormwater compliance Inspection program.

   A. COUNTY will quantify necessary COUNTY resources required to achieve compliance with the Permit as it applies to inspection, enforcement, and other related activities for commercial and industrial facilities, as agreed to in this Agreement.

   B. COUNTY will develop and present to the COUNTY Board of Supervisors a proposed ordinance that authorizes COUNTY to recover program costs resulting from the expenditure of resources required for program implementation. Such an ordinance will include a fee schedule detailing annual fees for all facilities included in the commercial and industrial stormwater compliance program.

5. Provide support for presentations before the CITRUS HEIGHTS City Council and other groups or Individuals.

   If requested, COUNTY will assist in the presentation of stormwater related issues before the City Council and any other groups or individuals.


   COUNTY, along with CITY, will conduct workshops and other outreach efforts to inform the regulated community of pending fee changes, significant compliance issues, and changes to program.

7. Provide for additional staff and training.

   A. COUNTY will review current level of staffing and will develop a work plan documenting additional staff required for the commercial and industrial stormwater compliance program implementation.

   B. COUNTY will arrange for and secure staff training as needed or as requested by CITY.

8. Maintain adequate record-keeping and notification system.

   A. COUNTY will review and update recordkeeping and notification requirements required by the Permit and incorporate these requirements into its existing record keeping and outside agency reporting protocols and shall provide such records upon request to CITY.
B. COUNTY will make additions and/or adjustments to its existing database to comply with data management requirements contained in Permit.

C. County will maintain CISPP records for a minimum of five (5) years.

9. Appointment of a Senior Level Manager as liaison to CITY for coordination with the commercial and industrial stormwater compliance program.

COUNTY will designate a senior level position to oversee all stormwater program activities immediately upon signing of the Agreement who shall act as the primary liaison with CITY. CITY shall be immediately notified of this contact person.


A. COUNTY will maintain and update as needed the methodology that outlines how complaints should be categorized and the appropriate level of response required as to complaints for those industries within COUNTY’s inspection jurisdiction.

B. COUNTY, along with CITY, will work directly with the Regional Board to develop and modify this proposed methodology, to ensure Permit compliance.

C. Respond to complaints received regarding facilities not currently inventoried as a CISCP facility, but for which there is credible information indicating a reasonable likelihood that it is a CISCP facility. Based on its investigation of the facility, COUNTY will determine whether or not it is a CISCP facility. COUNTY will be responsible for investigation and enforcement of complaints at facilities it determines to be CISCP facilities, and will refer complaints regarding non-CISCP facilities to CITY. Referrals to CITY of non-CISCP facility discharges will be provided within one business day to the extent practicable.

11. Provide for reporting and documentation.

Not later than August 31 of each year, COUNTY will provide CITY any inspection, enforcement, complaint data or documentation needed by CITY to achieve compliance with reporting requirements contained in the Permit. This will include at a minimum:

- Number of businesses/facilities inspected;
- Number of enforcement actions taken, including the amount of fines or monies assessed and collected;
- Number of complaints referred to COUNTY by the Regional Board;
- Total number of complaint responses by COUNTY;
- Enforcement assistance provided to the Regional Board;
• Inspection or complaint response records for specific facilities requested by CITY on an as-needed basis.

• Program effectiveness evaluation data.

12. Provide for progress evaluation.

A. COUNTY and CITY shall meet on a quarterly basis for program updates and coordination purposes. COUNTY and CITY will meet semi-annually to evaluate program effectiveness.

B. COUNTY and CITY will develop methodology for conducting CISCP program effectiveness evaluations to be completed by the COUNTY and reported as a part of item 11 above.

C. As with its other regulatory programs, COUNTY will prepare required records or documentation relating to the stormwater program for the purpose of a financial review or analysis by CITY and COUNTY Auditor(s).

13. Mitigation of Pollutant Sources

A. If COUNTY discovers during an inspection or in response to a complaint that pollutants from a CISCP facility pose an imminent threat of entering CITY’s storm drain system or natural surface water, and causing an exceedance of a receiving water limitation, COUNTY will take reasonable action to ensure that timely measures are taken to mitigate the pollutant source. COUNTY will either:

   i. Ensure that the responsible party has acted to effectively mitigate the pollutant source; or

   ii. Promptly notify the appropriate agencies that have the authority to abate the discharge in lieu of the responsible party.

B. COUNTY will establish, maintain, and provide its staff with proper procedures and a current list of contacts for making appropriate notifications to other agencies for timely pollutant mitigation.

C. COUNTY will not be financially responsible for pollutant mitigation.
I. CITY DESCRIPTION OF SERVICES

Consistent with applicable provisions of the CITRUS HEIGHTS Municipal Code, CITY will work within a cooperative relationship with COUNTY and provide the following services:

1. Assist in the specification of the commercial and industrial facilities to be inspected, as defined by Permit.

   CITY will work with COUNTY to continue to maintain and update an inclusive inventory of commercial and industrial facilities that are subject to inspections, enforcement, and other associated activities, as defined by the Permit.

2. Provide support for presentations before COUNTY Board of Supervisors and other groups or individuals.

   If requested by COUNTY, CITY will assist in the presentation of stormwater related issues before COUNTY Board of Supervisors and any other groups or individuals.

3. Modification of Local Stormwater Ordinance.

   If necessary, CITY staff will amend or modify and present to the City Council proposed amendments to CITY’s existing Stormwater Ordinance to ensure ongoing authorization is provided to COUNTY to implement the stormwater compliance program for commercial and industrial facilities consistently County-wide.


   CITY will continue to maintain and update industry notification and educational materials and, when requested by the COUNTY, will participate with COUNTY in workshops and other outreach efforts to inform the regulated community of pending fee changes, significant compliance issues, and changes to the program.

5. Assist in staff training.

   If requested by COUNTY, CITY will provide assistance in developing staff training modules and materials. CITY will also assist, if requested, in the development of a work plan documenting additional staff required for the implementation of the commercial and industrial stormwater compliance program.

6. Appointment of a Senior Level Manager, or a Senior Level Manager’s designated representative, as liaison to COUNTY for coordination with the commercial and industrial stormwater compliance program.

   CITY will appoint a senior level manager or identify a senior level manager designee to oversee the commercial and industrial facility stormwater program activities and to act as the primary liaison with COUNTY.
7. **Provide for complaint response.**

   CITY will be responsible for complaint response for those industries in the CITY that are not specified by the Permit or the Regional Board to be included in the commercial and industrial inspection program.

8. **Reporting and documentation requirements.**

   CITY will work with COUNTY to develop specific report format(s) including data elements needed to comply with reporting requirements contained in the Permit.

9. **Other Additional Services.**

   CITY may develop and provide to COUNTY educational outreach materials to be distributed during commercial and industrial inspections.
DATE: April 9, 2020

TO: Mayor and City Council Members
    Christopher W. Boyd, City Manager

FROM: Colleen McDuffee, Community Development Director
      Casey Kempenaar, Planning Manager
      Alison Bermudez, Associate Planner

SUBJECT: Sylvan 40 Property Market Research and Planning Goals

Summary and Recommendation

The city acquired a strategically located piece of property, known as Sylvan 40 property, in September 2019. The ownership of the property provides an extraordinary opportunity for the city to leverage its local land use authority over the market. The city’s consultant, James Simon with RSG, completed the market research which evaluated the construction trends, current rental/sale rates of the nearby housing market, and demographics for the area surrounding the Sylvan 40 property. The consultant will present the information and discuss how it may be used when exploring developer interest in the site.

At the city’s October 2019, Strategic Planning Retreat, the development of Planning Goals for the Sylvan 40 property was identified as a strategic goal. In December 2019, the draft Planning Goals were presented to the City Council and posted to the city’s website for public review. Tonight’s action will include the adoption of these goals.

Staff recommends the following motion:

Motion 1: Move to adopt Resolution No. 2020-____ a resolution of the City Council of the City of Citrus Heights, adopting the Planning Goals for the Sylvan 40 Property.

Motion 2: Direct staff to meet with the cemetery district to engage in discussion regarding their interest in purchasing a portion of the Sylvan 40 property.

Motion 3: Direct staff to proceed with exploring market interest in the property and offer the Sylvan 40 property for sale.
Fiscal Impact

There is no direct fiscal impact from this project. Fiscal impact will be reviewed upon the sale of the Sylvan 40 property.

Background and Analysis

In September 2019, the city finalized the purchase of the property located at 7137 Auburn Boulevard (former Sylvan Middle School site). The property, now referred to as “Sylvan 40”, is strategically located along Auburn Boulevard and its future development will serve as a catalyst for the revitalization of the Auburn Boulevard corridor. The city purchased the land not to retain ownership or develop the property, but to sell it to a developer who can help carry out the city’s vision.

On December 12, 2019, a study session was held with the City Council which provided an overview of the Sylvan 40 project. The overview included a presentation of the draft planning goals which are intended to guide the future sale and development of the Sylvan 40 property.

Presentation of Market Study

James Simon, with RSG, will present an overview of the market area surrounding Sylvan 40. A summary of the findings include:

- A strong labor force exists within Citrus Heights and the surrounding area;
- There has been a growth in population;
- The residential vacancy rate in Citrus Heights is the lowest in the area; and
- The site can accommodate a variety of development options.

Planning Goals

In an effort to guide the Sylvan 40 property’s future development, staff crafted Planning Goals that reflect the city’s vision for the property. The Planning Goals will be shared with potential buyers when the city places the property on the market. The draft goals were presented to the City Council in December 2019, and were also placed on the city’s website for public review. Based upon input received, the Planning Goals were slightly revised.

Below are the updated Planning Goals for review and consideration.

Concept Goals

The Sylvan 40 property is a place of cultural and social significance for Citrus Heights. The development of the property shall meet the following concept goals:

- Represent the city’s continued commitment to reinvest in Sylvan Corners and Auburn Boulevard.
• Support uses compatible with surrounding land uses without detracting from the nearby Stock Ranch retail center.

• Enhance Sylvan Corners as the geographical center of the city and reestablish the area as a cultural and social hub.

**Design Goals**
The Sylvan 40 property is a gateway to the Boulevard and its future development will serve as a catalyst for continued revitalization of the area. Development of the property shall meet the following design goals:

• Activate the area by fronting all buildings, including residential units, outward toward Sylvan Plaza and Auburn Boulevard frontage.

• Include enhanced pedestrian connections to connect the property to nearby businesses, Sylvan Plaza and the adjoining school.

• Provide well-designed parking and service areas to screen these areas from Auburn Boulevard and the Sylvan Plaza.

• Incorporate Sylvan Plaza into the project design.

**Land Use Goals**
The Sylvan 40 property is essential to the continued improvement of the Boulevard. The property may be developed with a variety of land uses which complement the area and the surroundings. Proposed use(s) shall consider the following overall land use goals:

• Consider the property’s adjacency to the school and the cemetery.

• Encourage commercial uses such as cafes with outdoor dining, offices which incorporate outdoor areas and other similar uses that will connect to the public spaces. Prohibit automotive intensive uses such as gas stations and drive-throughs.

• Housing types may consist of for-sale and rental units, be a mixed-use concept, or designed for specific needs such as work-force housing, teacher housing, or similar product type.

**Financial Goal**
The city purchased the Sylvan 40 property to play an active role in its future development. The city has long recognized Sylvan Corners as a pivotal piece to attracting private investment in the area. The following is the city’s key financial goal when considering development of the property:

• The development shall be financially feasible and provide long-term fiscal benefits to the city.
Next Steps

The goal is to begin marketing the property to the development community in the near future. Prior to placing the property on the market, staff feels it’s important to meet with the cemetery district to determine their interest since the overall size of the property may change should the cemetery district and the city reach an agreement.

When the site is offered for-sale, staff anticipates the property to be listed for a minimum of 90 days. Developers interested in the property will submit their formal offerings addressing topics such as proposed land use, understanding of the site and market conditions, financial capacity, public benefits offered, anticipated timetable, and experience.

Staff will updated the City Council as this process progresses.

Attachments

1. Resolution 2020-___ a resolution of the City Council of the City of Citrus Heights, adopting the Planning Goals for the Sylvan 40 Property.
RESOLUTION NO. 2020-____

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF CITRUS HEIGHTS, CALIFORNIA, ADOPTING PLANNING GOALS TO HELP GUIDE THE FUTURE DEVELOPMENT OF THE SYLVAN 40 PROPERTY

WHEREAS, on October 22, 2019, the City Council held a strategic planning retreat to prioritize the city’s policies, programs and services for the coming year;

WHEREAS, during this retreat, the Council directed staff to create Planning Goals which will help guide the future development of the Sylvan 40 property;

WHEREAS, on December 12, 2019, the Council reviewed and discussed the draft Planning Goals in regard to the development concepts, design, land uses, and financial goals for the Sylvan 40 property; and

NOW, THEREFORE, BE IT RESOLVED AND ORDERED by the City Council of the City of Citrus Heights adopts the Planning Goals provided as Exhibit A, to help guide the future development of the Sylvan 40 property.

The City Clerk shall certify the passage and adoption of this Resolution and enter it into the book of original resolutions.

PASSED AND ADOPTED by the City Council of the City of Citrus Heights, California, this 9th day of April 2020, by the following vote, to wit:

AYES: Council Members:
NOES: Council Members:
ABSTAIN: Council Members:
ABSENT: Council Members:

______________________________
Jeff Slowey, Mayor

ATTEST:

______________________________
Amy Van, City Clerk

Exhibit A: Planning Goals
CONCEPT GOALS

THE SYLVAN 40 PROPERTY IS A PLACE OF CULTURAL AND SOCIAL SIGNIFICANCE FOR CITRUS HEIGHTS. THE DEVELOPMENT OF THE PROPERTY SHALL MEET THE FOLLOWING CONCEPT GOALS.

- Represent the city's continued commitment to reinvest in Sylvan Corners and Auburn Boulevard.
- Support uses compatible with surrounding land uses without detracting from the nearby Stock Ranch retail center.
- Enhance Sylvan Corners as the geographical center of the city and reestablish the area as a cultural and social hub.
DESIGN GOALS

THE SYLVAN 40 PROPERTY IS A GATEWAY TO THE BOULEVARD AND ITS FUTURE DEVELOPMENT WILL SERVE AS A CATALYST FOR CONTINUED REVITALIZATION OF THE AREA. DEVELOPMENT OF THE PROPERTY SHALL MEET THE FOLLOWING DESIGN GOALS.

• Activate the area by fronting all building, including residential units, outward toward Sylvan Plaza and Auburn Boulevard frontage.

• Include enhanced pedestrian connections to connect the property to nearby businesses, Sylvan Plaza and the adjoining school.

• Provide well-designed parking and service areas to screen these areas from Auburn Boulevard and Sylvan Plaza.

• Incorporate Sylvan Plaza into the project design.
LAND USE GOALS

THE SYLVAN 40 PROPERTY IS ESSENTIAL TO THE CONTINUED IMPROVEMENT OF THE BOULEVARD. THE PROPERTY MAY BE DEVELOPED WITH A VARIETY OF LAND USES WHICH COMPLEMENT THE AREA AND THE SURROUNDINGS. PROPOSED USE(S) SHALL CONSIDER THE FOLLOWING OVERALL LAND USE GOALS.

- Consider the property's adjacency to the school and the cemetery.
- Encourage commercial uses such as cafes with outdoor dining, offices which incorporate outdoor areas and other similar uses that will connect to the public spaces. Prohibit automotive intensive uses such as gas stations and drive-throughs.
- Housing types may consist of for-sale and rental units, be a mixed-use concept, or designed for specific needs such as workforce housing, teacher housing or similar product type.
FINANCIAL GOALS

THE CITY PURCHASED THE SYLVAN 40 PROPERTY TO PLAY AN ACTIVE ROLE IN ITS FUTURE DEVELOPMENT. THE CITY HAS LONG RECOGNIZED SYLVAN CORNERS AS A PIVOTAL PIECE TO ATTRACTING PRIVATE INVESTMENT IN THE AREA. THE FOLLOWING IS THE CITY’S KEY FINANCIAL GOAL WHEN CONSIDERING DEVELOPMENT OF THE PROPERTY.

• The development shall be financially feasible and provide long-term fiscal benefits to the city.
DATE: April 9, 2020

TO: Mayor and City Council Members
   Christopher W. Boyd, City Manager

FROM: Regina Cave, Operations Manager

SUBJECT: Agreement for Cost Sharing with the County of Sacramento for the AC Overlay Project SB1 Phase 5 – Madison Avenue from Dewey Drive to San Juan Avenue; and, Kenneth Avenue from Central Avenue to Oak Avenue

Summary and Recommendation

The County of Sacramento (County) and the City of Citrus Heights (City) share ownership of portions of collector and arterial streets around the perimeter of Citrus Heights. Sharing of ownership extends to operations and maintenance as well as capital improvements. The County approached City staff last fall to participate in major road resurfacing efforts along Madison Avenue from (east of) San Juan Avenue to (west of) Dewey Drive, as well as Kenneth Avenue from Central Avenue to Oak Avenue. The County of Sacramento will be responsible for all facets of the construction of these projects, and through this Cost Sharing Agreement (Agreement), the City will reimburse the County for the City’s proportional share of this project (Project).

Staff recommends the City Council adopt Resolution No. 2020-____, A Resolution of the City Council of the City of Citrus Heights, California, authorizing the City Manager to execute an Agreement for Cost Sharing with the County of Sacramento for the AC Overlay Project SB1 Phase 5.

Fiscal Impact

There is no fiscal impact to the General Fund associated with this action. Under this Agreement, the City is to reimburse the County over two fiscal years (FY 2020/2021 and 2021/2022) from the City’s Senate Bill 1 (SB1) Road Maintenance Rehab Account funds. These funds are identified in the City’s current 2-year Budget as well as the 5-Year Capital Improvement Program specifically for Pavement Restoration. Additionally, the agreement also allows for the City to commit its 2020/2021 and 2021/2022 SB1 Local Partnerships Program (LPP) allocation funds to the County to help offset the City’s obligation. These LPP funds are allocated through the Sacramento Transportation Authority (STA), and approved by the California Transportation Commission, specifically for projects. The schedule for programming the next round of funding is this June; the Sacramento regions allocation is unknown at this time.
The City’s proportionate share of the Project is estimated at $1,256,600 (one-million two-hundred fifty six thousand, six hundred dollars). The agreement also stipulates a not-to-exceed clause of $1,500,000 (one million five-hundred thousand) without prior written consent by the City Manager. Per the Agreement, a payment of 50% shall be paid by May 31, 2021; and the remaining 50% shall be paid by May 31, 2022.

**Background and Analysis**

In 2006, the County and City entered into an agreement for Shared Roadways, which identifies all of the City’s bordering streets and outlines operations and maintenance responsibilities for each jurisdiction. Both Madison Avenue and Kenneth Avenue fall under County’s responsibility for maintenance, however, maintenance extends to pothole patching and minor pavement restoration only, and not full resurfacing. As the case with many of the heavily traveled roadways throughout the region, arterials and collectors such as Madison Avenue and Kenneth Avenue are in dire need of repairs. As a result of years of wear and tear, deferred maintenance, and lack of adequate funding for our transportation system, it often requires agencies to reserve multiple years of funding or phasing of projects in order to budget sufficient funds for large capital and maintenance endeavors. With competitive grant funds being reserved primarily for projects that focus heavily on active transportation, such as separated sidewalks, trails, and those that promote transit, it is difficult to identify adequate local funding for large paving projects such as this.

In the fall of 2019, the County approached City staff to advise they had approved funding to resurface segments of Madison Avenue and Kenneth Avenue (separately), and were looking to the City to participate as these two streets border Citrus Heights and fall under our Shared Roadways agreement. The City’s share of the total project, which includes a proportionate share of design, construction, and inspection services, is $1,256,600. The construction costs outlined in the agreement are based on estimated quantities, whereas the estimates for design and inspection are based on proportionate jurisdictional boundaries, with the total project area being approximately 25% within the limits of Citrus Heights. However, the final costs of actual work will determine the City’s fair share. Through discussions and concurrence with County staff, this Agreement allows the City to extend its payback terms over multiple fiscal years in order to reserve approximately half our annual projected SB1 funds so that we may continue with our annual residential resurfacing efforts.

Per the City’s recent Pavement Management System update, the report indicates the Pavement Condition Index (PCI) for the City’s portion of Madison Avenue to be resurfaced with this Project is approximately 39; the PCI for Kenneth Avenue is approximately 39 as well. A PCI rating of 39 is classified as “Poor”, which is based on a scale from 1-100, with 100 being the highest. The Project will result in dramatically improved pavement conditions for all users, as well as address pedestrian accessibility deficiencies, such as updating curb access ramps, replacing deficient sidewalks, and addressing pedestrian crossings where applicable. Upon Council’s approval, County staff will seek to obtain approval by the County Board of Supervisors on May 5, 2020. Construction is expected to begin by mid-summer 2020.
Subject: Agreement for Cost Sharing with the County of Sacramento – AC Overlay Project SB1 Phase 5 – Madison Avenue from Dewey Drive to San Juan Avenue; and Kenneth Avenue from Central Avenue to Oak Avenue
Date: April 9, 2020
Page 3 of 2

Attachments
(1) Resolution No. 2020-___ A Resolution of the City Council of the City of Citrus Heights, California, authorizing the City Manager to execute an Agreement for Cost Sharing with the County of Sacramento for the AC Overlay Project SB1 Phase 5.
(2) Draft Cost Sharing Agreement with County of Sacramento.
RESOLUTION NO. 2020-____

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF CITRUS HEIGHTS, CALIFORNIA, AUTHORIZING THE CITY MANAGER TO EXECUTE AN AGREEMENT FOR COST SHARING WITH THE COUNTY OF SACRAMENTO FOR THE AC OVERLAY PROJECT (PROJECT) SB1 PHASE 5 – MADISON AVENUE FROM SAN JUAN AVENUE TO DEWEY DRIVE; AND KENNETH AVENUE FROM CENTRAL AVENUE TO OAK AVENUE

WHEREAS, the County of Sacramento (County) and City of Citrus Heights (City) share common roadways bordering our jurisdictions;

WHEREAS, these common roadways serve as main thoroughfares through our communities, providing for movement of goods and services;

WHEREAS, in an effort to improve the quality of life for our residents and businesses, it is imperative that we continue investing in our public infrastructure;

WHEREAS, the County has prepared plans, specifications and estimates to complete such needed investments to address poor pavement conditions along Madison Avenue from San Juan Avenue to Dewey Drive, and along Kenneth Avenue from Central Avenue to Oak Avenue, and are preparing to begin construction by mid-summer 2020;

WHEREAS, the County of Sacramento and the City of Citrus Heights wish to enter into a Cost Sharing Agreement (Agreement) for said Project, where the County will be responsible for all activities related to this Project, including design, construction and inspection services, and the City will reimburse the County per the terms outlined in the Agreement;

WHEREAS, the City’s estimated proportionate share of the Project is $1,256,600, and will be reimbursed to the County over fiscal years 2020/2021 and 2021/2022 from the City’s Senate Bill 1 (SB1)-Road Maintenance Rehab Account funds (206-31-206).

NOW, THEREFORE, BE IT RESOLVED AND ORDERED by the City Council of the City of Citrus Heights, that the City Manager is hereby authorized to execute an Agreement for Cost Sharing with the County of Sacramento for the AC Overlay Project SB1 Phase 5 - Madison Avenue from San Juan Avenue to Dewey Drive, and Kenneth Avenue from Central Avenue to Oak Avenue.

The City Clerk shall certify the passage and adoption of this Resolution and enter it into the book of original resolutions.

PASSED AND ADOPTED by the City Council of the City of Citrus Heights, California, this 9th day of April, 2020, by the following vote, to wit:

AYES: Council Members:
NOES: Council Members:
ABSTAIN: Council Members:
ABSENT: Council Members:

____________________________________
Jeff Slowey, Mayor
ATTEST:

______________________________
Amy Van, City Clerk
COUNTY OF SACRAMENTO
PUBLIC WORKS AND INFRASTRUCTURE

AGREEMENT FOR COST SHARING OF
AC OVERLAY PROJECT SB1 PHASE 5

THIS AGREEMENT is made and entered into on __________, 2020, by and between the COUNTY OF SACRAMENTO, a political subdivision of the State of California, hereinafter referred to as “COUNTY,” and the CITY OF CITRUS HEIGHTS, a municipal corporation, hereinafter referred to as “CITY.”

RECITALS

WHEREAS, COUNTY plans to install pavement overlay on multiple roads as part of its AC Overlay Project SB1 Phase 5 (County Construction Contract No. 44 87) (“Project”); and

WHEREAS, CITY and COUNTY share ownership of a portion of Madison Avenue from Dewey Drive to San Juan Avenue and of a portion of Kenneth Avenue from Central Avenue to Oak Avenue, with the centerline of each shared road portion representing the jurisdictional boundary of CITY and COUNTY; and

WHEREAS, COUNTY desires to provide pavement overlay of the aforesaid sections of Madison Avenue and Kenneth Avenue as part of its Project, and CITY, in acknowledgment of the benefits of said overlay improvements, desires to support the Project by contributing funds in proportion to its share of the design, management, construction, and inspection costs to pave the shared roads; and

WHEREAS, COUNTY and CITY desire to enter into this Agreement on the terms and conditions set forth herein.

NOW, THEREFORE, in consideration of the mutual promises hereinafter set forth, COUNTY and CITY agree as follows:

1. TERM
   This Agreement shall be effective and commence as of the date first written above and shall remain in effect until all services and obligations described in this Agreement are completed, which is estimated to be June 30, 2022.

2. NOTICE
   Any notice, demand, request, consent, or approval that either party hereto may or is required to give the other pursuant to this Agreement shall be in writing and shall be either personally delivered or sent by mail, addressed as follows:
Either party may change the address to which subsequent notice and/or other communications can be sent by giving written notice designating a change of address to the other party, which shall be effective upon receipt.

3. **SCOPE**

   A. **Project Description and Plans, Specifications, and Estimate.** COUNTY shall install pavement overlay on Madison Avenue from Dewey Drive to San Juan Avenue and on Kenneth Avenue from Central Avenue to Oak Avenue as part of its Project collectively, the “Improvements.” Construction shall be in accordance with all applicable plans, specification, and estimate (PS&E) as approved by the COUNTY Board of Supervisors for the Project. COUNTY shall furnish all labor, materials, services, transportation, appliances, and mechanical workmanship, and execute and administer all contracts required, for the Improvements as set forth in the plans and/or specification developed by COUNTY. All of the work done under this Agreement shall be performed to the satisfaction of both CITY and COUNTY.

   B. **Construction Contract and Nondiscrimination.** COUNTY shall award and administer the contract for construction of the Improvements in compliance with California Labor Code and Public Contract Code requirements, including but not limited to the payment of prevailing wages, and all applicable federal, state, and local laws and regulations, including COUNTY’S Improvement Standards and Standard Construction Specifications. COUNTY and its officers, employees, agents, contractors and subcontractors shall not discriminate on the basis of race, color, national origin, or sex in the performance of this Agreement.

   C. **Change Orders.** Except in cases where immediate work is necessary for vehicle or pedestrian safety, COUNTY shall submit to CITY for approval, prior to commencement of change order work any proposed change orders which will affect the Improvements.
D. **Accountability and Release of Liens.** Upon completion of construction of the Project, COUNTY shall provide CITY with evidence that all of the costs of the Improvements have been fully paid, including any and all lien claims. Upon request, COUNTY shall provide lien releases under California Civil Code Section 8120, et seq. to assure that payments of any outstanding claims of the COUNTY’S contractors, subcontractors, and suppliers have been paid.

4. **REIMBURSEMENT OF COSTS**

   **A. Construction Cost.** The cost to construct the CITY portion of the Improvements is estimated to be $1,005,300 as set forth in the Preliminary Estimate, attached hereto and incorporated herein as Exhibit A. Actual construction cost shall be the actual quantities at the bid unit prices (price of the Improvements as awarded to the lowest responsible bidder submitting the lowest responsive bid) plus or minus approved change orders affecting the Improvements.

   **B. Design and Construction Management and Inspection Cost.** COUNTY has incurred costs to design and prepare the Improvements for bidding. COUNTY will also incur costs to administer the awarded construction contract, including management and inspection costs. For purposes of this Agreement, design, construction management, and inspection costs shall be deemed to be twenty-five percent (25%) of the construction cost. As set forth in Exhibit A, design, construction management, and inspection costs for the CITY portion of the Improvements calculated at twenty-five percent (25%) would be $251,300.

   **C. Cost Sharing.** CITY shall reimburse COUNTY its actual construction costs for the CITY’s portion of the Improvements, plus design, construction management, and inspection costs. The total reimbursement amount is estimated to be $1,256,600. Under no circumstances shall CITY’S total reimbursement payment to COUNTY exceed $1,500,000 without prior written consent of CITY signed by CITY’S Manager.

   **D. Invoicing.** COUNTY shall invoice CITY upon completion of the Project for CITY’S share of costs as provided in this section.

   **E. Payments.** CITY shall reimburse COUNTY following receipt of invoice from COUNTY as follows:

   i. Fifty percent (50%) of the total reimbursement amount shall be paid to COUNTY in Fiscal Year 2020/2021 and no later than May 31, 2021.

   The remaining fifty percent (50%) of the total reimbursement amount shall be paid to the COUNTY in Fiscal Year 2021/2022 and no later than May 31, 2022.
ii. CITY and COUNTY agree that COUNTY may accept CITY’S SB1 LPP Formulaic Funds for Fiscal Years 2020/2021 and 2021/2022, as calculated by the California Department of Transportation pursuant to its SB1 Local Partnership Program, to offset the CITY’S reimbursement payments due to COUNTY for that Fiscal Year. However, if CITY is unable to transfer such funds to the COUNTY by the dates set forth in section 4.E.i above or COUNTY is otherwise unable to accept such funds, the CITY shall secure funding from other funding sources available to COUNTY in order to make the payments to COUNTY as required above.

5. GOVERNING LAWS AND JURISDICTION
This Agreement shall be deemed to have been executed and to be performed within the State of California and shall be construed and governed by the internal laws of the State of California. Any legal proceedings arising out of or relating to this Agreement shall be brought in Sacramento County, California.

6. INDEMNIFICATION
CITY shall defend, indemnify and hold harmless COUNTY, its Board of Supervisors, officers, directors, agents, employees and volunteers from and against all demands, claims, actions, liabilities, losses, damages, and costs, including reasonable attorneys' fees, arising out of or resulting from the performance of CITY’S obligations under this Agreement, caused in whole or in part by the negligent or intentional acts or omissions of CITY’S officers, directors, agents, employees, contractors, or subcontractors.

COUNTY shall defend, indemnify, and hold harmless CITY, its City Council, officers, directors, agents, employees, and subcontractors from and against all demands, claims, actions, liabilities, losses, damages and costs, including reasonable attorneys' fees, arising out of or resulting from the performance of COUNTY’S obligations under this Agreement, caused in whole or in part by the negligent or intentional acts or omissions of COUNTY’S Board of Supervisors, officers, directors, agents, employees, contractors, or subcontractors.

7. INSURANCE
Each party, at its sole cost and expense, shall carry insurance—or self-insure—its activities in connection with this Agreement, and obtain, keep in force and maintain, insurance or equivalent programs of self-insurance, for general liability, workers compensation, and business automobile liability adequate to cover its potential liabilities hereunder. Each party shall provide certificates of insurance, excess insurance and/or self insurance to the other party during the term of this agreement. Each party agrees to provide the other thirty (30) days' advance written notice of any cancellation, termination or lapse of any of the insurance or self-insurance coverages.
8. **AMENDMENT AND WAIVER**
Except as provided herein, no alteration, amendment, variation, or waiver of the terms of this Agreement shall be valid unless made in writing and signed by both parties. Waiver by either party of any default, breach or condition precedent shall not be construed as a waiver of any other default, breach or condition precedent, or any other right hereunder. No interpretation of any provision of this Agreement shall be binding upon COUNTY unless agreed in writing by the Director of COUNTY’S Department of Transportation and counsel for COUNTY.

9. **SUCCESSORS**
This Agreement shall bind the successors of CITY and COUNTY in the same manner as if they were expressly named.

10. **TIME**
Time is of the essence of this Agreement.

11. **INTERPRETATION**
This Agreement shall be deemed to have been prepared equally by both of the parties, and the Agreement and its individual provisions shall not be construed or interpreted more favorably for one party on the basis that the other party prepared it.

12. **DISPUTES**
In the event of any dispute arising out of or relating to this Agreement, the parties shall attempt, in good faith, to promptly resolve the dispute mutually between themselves. If the dispute cannot be resolved within 15 calendar days of initiating such negotiations or such other time period as may be mutually agreed to by the parties in writing, either party may pursue its available legal and equitable remedies, pursuant to the laws of the State of California.

13. **TERMINATION**
A. COUNTY may terminate this Agreement without cause upon thirty (30) days written notice to the CITY. Notice shall be deemed served on the date of mailing. If notice of termination for cause is given by COUNTY to CITY and it is later determined that CITY was not in default or the default was excusable, then the notice of termination shall be deemed to have been given without cause pursuant to this paragraph (A).

B. COUNTY may terminate this Agreement for cause immediately upon giving written notice to CITY should CITY materially fail to perform any of the covenants contained in this Agreement in the time and/or manner specified. In the event of such termination, COUNTY may proceed with the work in any manner deemed proper by COUNTY. If notice of termination for cause is given by COUNTY to CITY and it is later determined that CITY was not in default or the default was excusable, then the notice of
termination shall be deemed to have been given without cause pursuant to paragraph (A) above.

C. COUNTY may terminate or amend this Agreement immediately upon giving written notice to CITY, 1) if advised that funds are not available from external sources for this Agreement or any portion thereof, including if distribution of such funds to the County is suspended or delayed; 2) if funds for the services and/or programs provided pursuant to this Agreement are not appropriated by the State; 3) if funds in COUNTY’s yearly proposed and/or final budget are not appropriated by COUNTY for this Agreement or any portion thereof; or 4) if funds that were previously appropriated for this Agreement are reduced, eliminated, and/or reallocated by COUNTY as a result of mid-year budget reductions.

D. If this Agreement is terminated by COUNTY under paragraph (A) or (C) above:

1. CITY shall only be required to reimburse COUNTY for work already completed under this Agreement, including CITY’s proportional share of COUNTY’s design, construction management, and inspection costs for work associated with the Improvements.

2. CITY shall deliver to COUNTY copies of all writings prepared pursuant to this Agreement. The term "writings" shall be construed to mean and include: handwriting, typewriting, drawings, blueprints, printing, electronic media, photostatting, photographing, and every other means of recording upon any tangible thing, any form of communication or representation, including letters, words, pictures, sounds, or symbols, or combinations thereof.

3. CITY shall not incur any expenses under this Agreement after notice of termination and shall cancel any outstanding expenses obligations to a third party that CITY can legally cancel.

E. If this Agreement is terminated under paragraphs (A) or (C), above, COUNTY shall be paid for authorized and approved services performed prior to the termination date in accordance with the provisions of this Agreement.

14. **PRIOR AGREEMENTS**

This Agreement constitutes the entire contract between CITY and COUNTY regarding the subject matter of this Agreement. Any prior agreements, whether oral or written, between CITY and COUNTY regarding the subject matter of this Agreement are hereby terminated effective immediately upon full execution of this Agreement.
15. **SEVERABILITY**
If any term or condition of this Agreement or the application thereof to any person(s) or circumstance is held invalid or unenforceable, such invalidity or unenforceability shall not affect other terms, conditions, or applications which can be given effect without the invalid term, condition, or application; to this end the terms and conditions of this Agreement are declared severable.

16. **FORCE MAJEURE**
Neither CITY nor COUNTY shall be liable or responsible for delays or failures in performance resulting from events beyond the reasonable control of such party and without fault or negligence of such party. Such events shall include but not be limited to acts of God, strikes, lockouts, riots, acts of war, epidemics, acts of government, fire, power failures, nuclear accidents, earthquakes, unusually severe weather, acts of terrorism, or other disasters, whether or not similar to the foregoing, and acts or omissions or failure to cooperate of the other party or third parties (except as otherwise specifically provided herein).

17. **SURVIVAL OF TERMS**
All services performed and deliverables provided pursuant to this Agreement are subject to all of the terms, conditions, price discounts and rates set forth herein, notwithstanding the expiration of the initial term of this Agreement or any extension thereof. Further, the terms, conditions and warranties contained in this Agreement that by their sense and context are intended to survive the completion of the performance, cancellation or termination of this Agreement shall so survive.

18. **AUTHORITY TO EXECUTE**
Each person executing this Agreement represents and warrants that he or she is duly authorized and has legal authority to execute and deliver this Agreement for or on behalf of the parties to this Agreement. Each party represents and warrants to the other that the execution and delivery of the Agreement and the performance of such party’s obligations hereunder have been duly authorized.

19. **COUNTERPARTS**
This Agreement may be executed in counterparts. The Agreement shall be deemed executed when it has been signed by both parties.

(SIGNATURE PAGE FOLLOWS)
IN WITNESS WHEREOF, the parties hereto have caused this Agreement to be duly executed as of the day and year first written above.

COUNTY OF SACRAMENTO, a political subdivision of the State of California

By: ________________________________  By: ________________________________
Steven L. Hartwig, Deputy County Executive  Christopher W. Boyd
Public Works and Infrastructure  City Manager

Date: ________________________________  Date: ________________________________

Agreement Approved by the Board of Supervisors and signed by the Director under authority delegated by Resolution No. 99-0327.

Agenda Date: ____________________________

Item No.: ______________________________

Reviewed and Approved by County Counsel

By: ________________________________
Katrina G. Nelson, Deputy County Counsel

Approved as to Form:

______________________________
City Attorney

Attest:

________________________________
City Clerk

Date: ________________________________
DATE: April 9, 2020

TO: Mayor and City Council Members
   Christopher W. Boyd, City Manager

FROM: Regina Cave, Operations Manager

SUBJECT: Deliberate and Vote on the Tentative Transportation Expenditure Plan for the Proposed 2020 Countywide Transportation Sales Tax Ballot Measure

Summary and Recommendation
The Sacramento Transportation Authority (STA) Board (Board) is considering adopting an ordinance that will impose an additional countywide, 40-year half-cent sales tax, focusing on “fix it first” priority infrastructure repairs, transportation and transit capital improvements and ongoing roadway, traffic, and transit maintenance and operational programs. On March 18, 2020, the Board tentatively approved a 40-year Transportation Expenditure Plan (TEP), which would govern the expenditures of the revenues from the proposed sales tax. Before the Board may adopt the sales tax ordinance and vote to place the measure on the November 2020 ballot, the TEP must be approved by the Sacramento County Board of Supervisors, and a majority of the City Councils (4 out of 7) representing a majority of the population residing in the incorporated areas of the County. The County and Cities must either approve or deny the TEP as tentatively adopted by the Board, and may not enact revisions or propose changes to the TEP.

Staff requests the City Council deliberate on the proposed Transportation Expenditure Plan. At the conclusion of deliberation and public comment, the Council should vote to approve or deny the expenditure plan that has been presented.

Fiscal Impact
There is no fiscal impact to the General Fund associated with this action. If approved by the voters, the resulting 40-year tax measure is estimated to generate $8.4 billion in transportation funding, with approximately $193.25 million in direct allocations coming back to Citrus Heights. This estimate is derived from a formula outlined in the existing Measure A ordinance as well as the proposed ordinance, and is based on each of the city’s and county’s individual populations and maintained road mileage, both of which are subject to vary.

Background and Analysis
The Sacramento Transportation Authority (STA) administers the county-wide self-help transportation funds, which are derived from a one-half cent sales tax approved by voters. Revenues generated by this half-cent tax are allocated to the cities, the County, and special districts within the Sacramento
County region for the purpose of transportation and transit maintenance, operations, capital improvements, and roadway projects. Over the past year, the STA and its consultant, Townsend Calkins Tapio Public Affairs, have worked with a Professional Advisory Group (PAG), comprised of staff from the County of Sacramento, the cities of Folsom, Isleton, Sacramento, Citrus Heights, Elk Grove and Galt, as well as members from Cal Trans, Sacramento Regional Transit, Sacramento Air Quality Management District, and Paratransit, to help identify regional unmet transportation and transit related needs. From these identified unmet needs, along with input and requests from interest groups (Sac Moves, Sacramento Metro Advocates for Rail and Transit) other transit/transportation agencies (San Joaquin Regional Rail Commission), as well as STA Board members, and general users of our transportation and transit system, a final draft expenditure plan was presented to the Board for approval. On March 18, 2020 the Board voted and tentatively approved the TEP (13-3 vote). The TEP is now being circulated to the affected City Councils and County Board for approval. Once the STA obtains the necessary City and County approvals, the STA Board will consider final adoption of the sales tax ordinance and Expenditure Plan, and proceed with placing the Measure on the November 2020 ballot, where it will require a two-thirds vote of the electorate to pass.

Attachments

(1) Resolution No. 2020-___ A Resolution of the City Council of the City of Citrus Heights, California declaring a vote to approve the Sacramento Transportation Authority Tentative Transportation Expenditure Plan for the Proposed 2020 Countywide Transportation Sales Tax Ballot Measure.

(2) Resolution No. 2020-___ A Resolution of the City Council of the City of Citrus Heights, California declaring vote to deny the Sacramento Transportation Authority Tentative Transportation Expenditure Plan for the Proposed 2020 Countywide Transportation Sales Tax Ballot Measure

(3) Tentative Transportation Expenditure Plan.
RESOLUTION NO. 2020-____


WHEREAS, The Sacramento Transportation Authority (STA) Board (Board) is considering adopting an ordinance that will impose an additional countywide, 40-year half-cent sales tax, focusing on “fix it first” priority infrastructure repairs, transportation and transit capital improvements and ongoing roadway, traffic, and transit maintenance and operational programs;

WHEREAS, On March 18, 2020, the Board tentatively approved a 40-year Transportation Expenditure Plan (TEP), which would govern the expenditures of the revenues from the proposed sales tax. Before the Board may adopt the sales tax ordinance and vote to place the measure on the November 2020 ballot, the TEP must be approved by the Sacramento County Board of Supervisors, and a majority of the City Councils (4 out of 7) representing a majority of the population residing in the incorporated areas of the County;

WHEREAS, after deliberation and presentation from staff, the City Council voted on April 9, 2020, to approve the Transportation Expenditure Plan.

NOW, THEREFORE, BE IT RESOLVED AND ORDERED by the City Council of the City of Citrus Heights, hereby approves the attached Transportation Expenditure Plan for the proposed 2020 transportation sales tax measure, as tentatively adopted by the STA.

The City Clerk shall certify the passage and adoption of this Resolution and enter it into the book of original resolutions.

PASSED AND ADOPTED by the City Council of the City of Citrus Heights, California, this 9th day of April, 2020, by the following vote, to wit:

AYES: Council Members:
NOES: Council Members:
ABSTAIN: Council Members:
ABSENT: Council Members:

____________________________________
Jeff Slowey, Mayor

ATTEST:

____________________________________
Amy Van, City Clerk
RESOLUTION NO. 2020-____


WHEREAS, The Sacramento Transportation Authority (STA) Board (Board) is considering adopting an ordinance that will impose an additional countywide, 40-year half-cent sales tax, focusing on “fix it first” priority infrastructure repairs, transportation and transit capital improvements and ongoing roadway, traffic, and transit maintenance and operational programs;

WHEREAS, On March 18, 2020, the Board tentatively approved a 40-year Transportation Expenditure Plan (TEP), which would govern the expenditures of the revenues from the proposed sales tax. Before the Board may adopt the sales tax ordinance and vote to place the measure on the November 2020 ballot, the TEP must be approved by the Sacramento County Board of Supervisors, and a majority of the City Councils (4 out of 7) representing a majority of the population residing in the incorporated areas of the County;

WHEREAS, after deliberation and presentation from staff, the City Council voted on April 9, 2020, to approve the Transportation Expenditure Plan.

NOW, THEREFORE, BE IT RESOLVED AND ORDERED by the City Council of the City of Citrus Heights, hereby denies the attached Transportation Expenditure Plan for the proposed 2020 transportation sales tax measure, as tentatively adopted by the STA.

The City Clerk shall certify the passage and adoption of this Resolution and enter it into the book of original resolutions.

PASSED AND ADOPTED by the City Council of the City of Citrus Heights, California, this 9th day of April, 2020, by the following vote, to wit:

AYES: Council Members :
NOES: Council Members :
ABSTAIN: Council Members :
ABSENT: Council Members :

______________________________
Jeff Slowey, Mayor

ATTEST:

______________________________
Amy Van, City Clerk
# Proposed Measure A Transportation Expenditure Plan

**DRAFT**

Version 2.9

(in millions of dollars)

| Regional Mobility Center (off the top) | $0.00 | $20.00 |
| American River Parkway (off the top) | $0.00 | $63.00 |
| TMA (off the top) | $0.00 | $8.00 |
| Rail Operations (off the top) | $0.00 | $120.00 |
| **Total Estimated Expenditures** | | **8,378.28** |

- Commuter Rail Service Enhancements (ACE) | $80.00 |
- Sacramento Intermodal Transit Facility (Sacramento) | $40.00 |

**Administration (off the top)**

| | $1.00 | $83.78 |

**Total to the top**

| | $294.78 |

| Local Streets & Roads | $47.95% | $3,576.00 |

| Local Street/Road Repair & Transformative System Improvements | $39.29% | $3,176.00 |

- Citrus Heights | 5.29% | $168.05 |
- Elk Grove | 10.99% | $348.79 |
- Folsom | 5.29% | $168.05 |
- Galt | 1.70% | $53.90 |
- Isleton (fixed allocation) | Fixed Amount | $2.00 |
- Rancho Cordova | 5.09% | $161.71 |
- Sacramento | 31.27% | $992.47 |
- Sacramento County | 40.36% | $1,281.01 |

**Local Projects of Regional Significance**

| | 8.66% | $700.00 |

- Citrus Heights | 3.60% | $25.20 |
- Elk Grove | 10.20% | $71.40 |
- Folsom | 10.50% | $73.50 |
- Galt | 1.20% | $8.40 |
- Isleton | 0.10% | $0.70 |
- Rancho Cordova | 10.50% | $73.50 |
- Sacramento | 30.20% | $211.40 |
- Sacramento County | 33.70% | $235.90 |

**SacRT Maintenance, Operations, and Transformative System Improvements**

| | 21.90% | $1,770.00 |

- Basic State of Good Repair, Bus Replacement, Safety & Security
- Fare subsidy program for students, seniors, and low-income
- Low-floor trains systemwide
- ADA Upgrades for Bus and Rail
- Zero Emission Vehicle Shuttles | $1,770.00 |
- Maintenance and Operations of New Light Rail Projects
- Fiorin Station TOD Partnership
- SmaRT Ride Microtransit Program

**Congestion Relief Improvements**

| | 24.86% | $2,010.00 |

| Transit & Rail Congestion Improvement Projects | 13.11% | $1,060.00 |

- LRT Gold Line express service
- LRT Green Line extension (Township 9–Natomas–Arena Blvd)
- LRT extensions to Elk Grove and Folsom | $485.00 |
- BRT Watt Ave, Stockton Blvd and Sunrise Blvd (Citrus Heights and Rancho Cordova)
- Increased routes and frequencies for both bus and light rail operations | $575.00 |

| Highway Congestion Improvement Projects | 11.75% | $950.00 |

- Capital City Fwy Bus/Carpool Lanes (Interstate 80 – P Street)
- Interstate 5 Bus/Carpool Lanes (US Highway 50 to Sacramento International Airport)
- Interstate 5/Interstate 80 Interchange Complex Improvements | $650.00 |
- Interstate 5/US Highway 50 Interchange Complex Improvements
- State Route 99/US Highway 50/Business 80 Interchange Complex Improvements
- Capital Southeast Connector (SR 99 – US 50) | $248.00 |
- Widen, Rebuild and Extend Kammerer Road (Elk Grove) | $52.00 |

| Senior and Disabled Transportation Services | 3.09% | $250.00 |
| Air Quality | 2.20% | $177.50 |

| Total Roads | 60.13% |
| Total Rail and Transit | 39.87% |
EXHIBIT A

The Transportation Maintenance, Safety, and Congestion Relief Act –
Sacramento County Measure A Transportation Sales Tax Expenditure Plan 2021-2061

I. Implementation Guidelines

A. Revenue Estimates and Distribution. Allocation of revenue authorized by Ordinance No. STA 20-01 is established within this Expenditure Plan. Funds shall be allocated to Expenditure Plan categories by percentage of revenue received, except as provided for in Section B. An estimate of revenues and allocations among categories is reflected in this Expenditure Plan. Some category allocations will be sub-allocated by formula to specified local transportation providers for expenditures on specified projects as set forth in this Expenditure Plan. The estimated revenue is based on 2020 value of funds escalated over the period of the measure and is not binding or controlling. Estimated revenues are net of required California Department of Tax and Fee Administration (CDTFA) administrative fees.

B. “Off the Top” Expenditures. Revenues available for percentage allocation are also net of the cost of Authority administration (1.0% of total estimated revenues) and fixed program expenditures directly allocated to recipient agencies in the following amounts for the specific purposes indicated:

1. To Sacramento County, the Regional Parks Department, not to exceed $63 million for the program period for preservation, maintenance and safety of the American River Parkway.

2. To the City of Sacramento, not to exceed $20 million for the program period for direct support of the development of a Regional Mobility Center to foster innovation in clean transportation.

3. To the Sacramento Area Council of Governments, not to exceed $8 million for the program period for distribution to support the activities of Transportation Management Agencies in Sacramento County.

4. To the San Joaquin Regional Rail Commission, not to exceed $80 million for the program period for operations and service enhancements related to the Altamont Corridor Express service that will benefit Sacramento County residents.

5. To the City of Sacramento, not to exceed $40 million for the program period for operations related to the Sacramento Intermodal Transfer Facility.

Remaining revenue following these set asides shall be referred to as “net sales tax revenue” for purposes of this Expenditure Plan.
C. **Contribution from New Property Development.** No revenue generated from the tax shall be used to supplant transportation mitigation fees currently imposed on new property development in Sacramento County. The County and each incorporated city must continue to impose transportation impact fee programs as required in Ordinance No. STA 04-01 as a condition for receiving Measure A funds.

D. **Requirement for Annual Financial and Performance Audits of Measure A Funds.** The Authority and each agency receiving an allocation of Measure A revenue authorized by this Expenditure Plan shall undergo an annual financial audit performed in accordance with generally accepted accounting standards and government auditing standards issued by the Comptroller General of the United States. The annual audit shall be supervised by the Authority's Independent Taxpayer Oversight Committee (ITOC). Compliance audits shall also be periodically conducted to ensure that Measure A funds are expended in accordance with the provisions and guidelines established by this Expenditure Plan. In addition, the ITOC shall conduct periodic performance audits to determine progress in meeting program performance standards adopted by the Authority Board, and to make recommendations for improving overall program performance. The Authority Board shall adopt the relevant performance standards no later than April 1, 2021.

E. **Five-Year Programs.** Each recipient agency must prepare and adopt a five-year program on an annual basis that is approved by the Authority. Each agency receiving funding identified in Section II, Subsections A, D, and E shall file with the Authority an annually updated five-year program for expenditure of the sales tax revenue allocations. The first five-year program must be completed by December 31, 2021, and updated thereafter on an annual basis. Section II identifies reporting requirements for specific funding categories. Additional reporting requirements may be adopted by the Authority after consultation with recipient agencies and stakeholders.

F. **“Fix It First” Investment Priority for Years 1-5.** Authority allocations for the first five years following implementation of Ordinance No. STA 20-01 (2021-2026) shall prioritize “Fix It First” road, transit, safety, bicycle, and pedestrian investments. For recipient agencies responsible for maintaining streets and roads, the five-year program and each annual update shall include a pavement and bridge maintenance report that is consistent with the "Maintenance of Effort" requirement in Section IV, Subsection A of the Ordinance No. STA 04-01 Expenditure Plan. For the Sacramento Regional Transit District (SacRT), the five-year program and each annual update shall include performance indicators to assess whether “Fix It First” investment needs are being prioritized and to demonstrate that the agency is adhering to the financial management policies identified in Section II.

G. **Clear Format to Assess Progress.** For all agencies receiving “Fix It First” funding allocations, the five-year programs and annual updates shall be provided in a format to clearly assess progress towards improved maintenance and operations of existing transportation assets.
H. Complete Streets. The Authority views transportation projects as opportunities to improve safety, access and mobility for all users of streets, roads and highways in Sacramento County and recognizes bicycle, pedestrian, vehicle and transit modes as integral elements of the transportation system. The term “Complete Streets” describes a comprehensive, integrated transportation network with roadways designed and operated to enable safe and convenient travel for users of all abilities, including motorists, pedestrians, bicyclists, persons with disabilities, seniors, children, movers of commercial goods, operators of public transportation, public transportation users and emergency responders, in a balanced manner that is compatible with an urban, suburban or rural context.

Within one year following the implementation of Ordinance No. STA 20-01, each local jurisdiction in Sacramento County shall adopt or maintain an existing complete streets policy consistent with the California Complete Streets Act of 2008, including Government Code Section 65302 (b) (2), and/or a Bicycle/Pedestrian Master Plan, or a similar document that incorporates design guidelines and standards promoting safe and convenient travel for all users when considering any construction, reconstruction, retrofit, or alteration of streets, roads, highways, bridges, and other elements of the transportation system.

Planning and design of projects affecting the transportation system shall be consistent with any local bicycle, pedestrian, transit, multimodal and other relevant plans and/or the local complete streets policy in order to ensure that all transportation types and users are considered in the expenditure of Measure A funds.

I. Federal Air Quality Requirements. Measure A Expenditure Plan funds programmed for a project construction phase shall not impair the ability of the region's Metropolitan Transportation Plan (MTP) and Metropolitan Transportation Improvement Program (MTIP) to meet federal air quality conformity requirements.

J. Metropolitan Transportation Plan Compliance. The vast majority of proposed Expenditure Plan projects are already planned or programmed in the Metropolitan Transportation Plan (MTP) requiring that the region meet a 19% per capita GHG reduction target. For any projects not planned or programmed for construction in the adopted MTP, the following requirements will apply;

The parties agree to develop mitigation measures for any highway expansion and transit projects that increase GHG emissions in order to meet the applicable GHG target for the metropolitan transportation and climate plan.

If the parties can mitigate any such impacts to maintain adherence to the then applicable regional greenhouse gas reduction target, and if the projects are included in the metropolitan transportation and climate plan, the projects can be funded with Measure A proceeds.

If the GHG impacts are not mitigated to meet the region’s then applicable GHG reduction target, and as a result the region cannot meet its applicable greenhouse gas target, the proceeds of the highway expansion or transit project will be returned to the corresponding jurisdiction for their discretion, for other than the originally intended projects, provided the projects are consistent with the Metropolitan Transportation Plan.
K. **Environmental Review.** All projects funded with Measure A Expenditure Plan funds are subject to the requirements of the California Environmental Quality Act (CEQA). Prior to allocation of funds for any project or program included in the Expenditure Plan, all necessary environmental review required by CEQA shall be completed.

L. **Road Health and Safety.** Each recipient agency shall demonstrate that projects in the five-year program and individual proposed projects incorporate street design elements to quantifiably reduce the risk of traffic-related deaths and severe injuries in the public right-of-way consistent with the principles of this Ordinance. Where applicable, each recipient agency shall also demonstrate that the projects adhere to the principles of “Safe Routes to Schools” to facilitate safer walking and bicycling to and from school.

M. **Revenue Estimate.** Tax revenues generated by this Ordinance No. STA 20-01 during the 40-year term are expected to be $8,380,000,000 based on escalated dollar values. Approximately $331 million in mitigation fees from new development is also projected for the period 2039-2061. These fees will be extended as provided for in Section IX of this Ordinance and contributions from new development for the period April 1, 2039, to March 31, 2061, shall be programmed and allocated through the process outlined in Section IX. Revenue estimates are not binding or controlling. The Authority Board shall make periodic allocation adjustments to reflect actual revenues received but may not amend the formula allocations set forth in this Expenditure Plan except as permitted in this Ordinance No. STA 20-01.

II. **Measure A Revenue Percentage Allocations**

All sales tax revenues, net of CDTFA administrative fees, the cost of Authority administration, and allocations outlined in Section I, Subsection B shall be expended as follows:

A. **Local Streets and Roads.** 47.95% of annual net sales tax revenues shall be allocated monthly to each incorporated city and the unincorporated county consistent with the following distribution:

1. **Local Street and Road Repair and Transformative System Improvements.** 39.29% of all annual net sales tax revenues shall fund project development, right-of-way, construction, and provision of:

   a. "Fix It First" pavement maintenance, pavement rehabilitation, safety projects, and bridge repair, including complete streets improvements, which consist of the rehabilitation and modification of existing arterial streets to contemporary urban standards sufficient to serve all users of the facilities, such as bicyclists, pedestrians, and transit users.

   b. New or expanded arterial streets, roads, and bridges, including complete streets improvements, which consist of the rehabilitation and modification of existing arterial streets to contemporary urban standards sufficient to serve all users of the facilities, such as bicyclists, pedestrians, and transit users.

   c. Intelligent transportation system modifications to the existing street and road system to facilitate improved accessibility, safety, operations, and efficiency.
d. Improvements to facilitate safe and convenient pedestrian, bicycle, and other non-motorized local trips, safe routes to school, lighting and synchronized signals, vehicle charging stations, trail improvements and other improvements to better facilitate improved mobility and the development of alternative travel options. The allocation of Measure A funds will implement street design elements that quantifiably reduce the risk of traffic-related deaths and severe injuries in the public right-of-way and ensure that the mobility needs of all users are considered in project scope elements.

e. American River Parkway Trail improvements and maintenance in the jurisdictions through which the parkway passes (County of Sacramento, City of Sacramento, and the City of Rancho Cordova).

f. Improvements to the Sacramento River Parkway and other regional trails.

g. Trail improvements to the Folsom Lake State Recreation Area in the city of Folsom.

Distribution among the cities and unincorporated county shall be based 75% on relative population (per most recent annual California Department of Finance estimates) and 25% on relative paved and maintained road mileage (as reported in each entity’s automated pavement management system).

Local Street and Road “Fix It First” Commitment

For the first five years following the date of implementation of Ordinance No. STA 20-01, not less than 90% of the funds identified in this Local Street and Road Repair and Transformative System Improvements program shall be used exclusively by all cities and the County of Sacramento for “Fix It First” street, road, and bridge preventative maintenance and rehabilitation, including safety improvements, so as to bring these facilities throughout Sacramento County up to a Pavement Condition Index (PCI) of at least 70 at the soonest possible time.

At the end of the five-year period following the date of implementation of Ordinance No. STA 20-01, not less than 50% of the funds identified for the Local Street and Road Repair and Transformative System Improvements Program shall be used exclusively by all cities and the County of Sacramento for “Fix It First” street, road, and bridge preventative maintenance and rehabilitation so as to continue efforts to bring these facilities throughout Sacramento County to a PCI of at least 70.

A 70 PCI is generally defined as safe, reliable, and smooth street surfaces with little to no blemishes, potholes, or substantial cracking. Streets and roads with a 70 PCI are expected to have a comfortable and safe ride for all motorized vehicles and bicycles, with minimum wear and tear on all such users.

The definition of maintenance and rehabilitation shall include as eligible for these funds the non-capacity upgrade of existing streets and roads to a contemporary urban standard (complete streets), including improvements to enhance safety and access for pedestrians, bicycles, and transit users.

Notwithstanding the “Fix It First” requirements for these funds over the program period
following implementation of Ordinance No. STA 20-01, the percentage commitment to “Fix It First” maintenance and rehabilitation may be reduced and any city and the County of Sacramento may direct a higher percentage of those funds to new transformative system improvements, provided the following conditions have been met:

1. The public agency manager responsible for road maintenance has certified in writing to the City Council and City Manager in a city and the Board of Supervisors and the Chief Administrative Officer at the County that the road facilities under their management have met or will meet within the next 12 months a 70 PCI rating.

2. The public agency manager responsible for road maintenance has submitted a written plan to the City Manager or County Chief Administrative Officer clearly demonstrating how the 70 PCI rating will be sustained in the future. Any diversion of funds committed to maintenance and rehabilitation can only continue as long as a jurisdiction maintains an average PCI of 70 or above for its street and road systems.

**Accountability**

The objective for Measure A is to assist jurisdictions to achieve—but not require—a local match of at least one-third of total capital project costs. However, a city or the County may direct all or a portion of its formula share of these funds to general street/road pavement maintenance and pavement rehabilitation. The proportional allocation among entities will be recalculated annually to reflect current population and road mileage data. Each recipient entity shall adopt a five-year program for use of these funds.

The five-year programs will be updated annually and submitted to the Authority for approval. For recipient agencies responsible for maintaining streets and roads, the annual updates to the five-year programs shall include pavement and bridge "Maintenance of Effort" reports that are consistent with the requirement under Ordinance No. STA 04-01.

2. **Local Projects of Regional Significance.** 8.66% of all annual net sales tax revenues shall fund projects within the boundaries of local jurisdictions that provide a regional benefit to the overall transportation network. These projects include construction or modifications to interchanges interfacing with state highways, projects that are required for mitigation purposes for new or expanded access to the transportation system, improvements to local arterials or other transportation facilities that provide regional connectivity and improved throughout. Interchange projects funded through this category will require a federal, state, local or developer match of at least one-third the cost of the project. Distribution of these revenues among the cities and the unincorporated county area shall be based on a formula which takes into account population, lane miles, and sales tax generation. Following the implementation of Ordinance No. STA 20-01, this formula shall be reviewed annually by the public works directors of each city and the County based on updated data, and any modifications must be approved by the Authority Board.
**Accountability**

Aside from the one-third match requirement for interchange projects, it is the objective of Measure A to assist local jurisdictions to achieve—but not require—a local match of at least a third of any capital project costs from other sources. Funding from this subcategory will be restricted to the high priority projects listed by jurisdiction.

**B. Sacramento Regional Transit District (SacRT) Maintenance, Operations, and Transformative System Improvements.** 21.90% of all annual net sales tax revenues shall be used for light rail and bus vehicle replacement, operations and maintenance of existing services, operations and maintenance for new services partially funded through this Expenditure Plan, improved access for the senior and disabled populations, fare reductions for transit-dependent riders, and the implementation of innovative services that will improve transit connections and encourage increased ridership.

**SacRT “Fix It First” Commitment**

For the five years following the date of implementation of Ordinance No. STA 20-01, with the exception of funding for commuter rail service enhancements and the Sacramento Intermodal Transit Facility, not less than one-third of the total funds directly allocated to SacRT shall be used exclusively by SacRT for “Fix It First” bus and light rail vehicle replacement, operations, maintenance, and security for existing services at the soonest possible time. As a federal grantee, SacRT has developed and maintains a Transit Asset Management (TAM) Plan that includes capital asset inventories, condition assessments, lifecycle management, and investment prioritization. The plan addresses the application of asset management across SacRT’s entire diverse portfolio of assets, which includes assets with a range of useful lives, replacement costs, and inter-relationships. Using the five-level condition assessment code recommended by the Federal Transit Administration (FTA), the State of Good Repair (SGR) is defined as those assets that are rated higher than 2.5 (Adequate), on a scale of 1 through 5. Backlog is defined as those assets that have exceeded their useful life and have a condition rating of less than or equal to 2.5 (Substandard). This rating is based on how close an asset or component is to replacement or major overhaul. With a rating of 2.5 an asset would be near overhaul or retirement, but in serviceable condition. With a rating of 5 the asset would be new or like new, 95% to 100% confidence in reliability, with no visible defects, no damage, and cosmetically looks new.

During this period the following performance metrics shall also be met:

1. SacRT will meet or exceed the requirements in the SacRT Transit Asset Management (TAM) Plan for the percentage of buses and light rail vehicles that meet or exceed useful vehicle life or average vehicle age benchmarks.
2. SacRT will meet or exceed performance goals and industry standards, adopted by the SacRT Board of Directors, for miles between road calls, on-time performance, missed trips, and safety/security key performance indicators.
3. SacRT will meet or exceed the California Transportation Development Act (TDA) goals and requirements, which currently include meeting minimum farebox recovery ratio requirements and independent performance audits conducted every three years.
Prior to the end of the five-year period following implementation of Ordinance No. STA 20-01, the one-third commitment to “Fix It First” vehicle replacement, maintenance, operations, and security may be reduced, and SacRT may direct a higher percentage of the funds to new transit capital provided the following conditions have been met:

1. The SacRT Chief Financial Officer has certified in writing to the SacRT General Manager/CEO and the SacRT Board of Directors that the performance metrics above have been met.

2. The Chief Financial Officer has submitted a written five-year expenditure plan to the General Manager/CEO clearly demonstrating how the performance metrics will be sustained in the future in full consideration of the funds recommended for new transit capital purposes over the five-year period.

Accountability

SacRT shall develop a five-year program for use of all capital and operations funds, including capital projects funded under Section II, Subsection C1 of this Expenditure Plan, updated annually and submitted to the Authority for approval before allocations are made. SacRT must be in compliance with the financial management provisions of this section before the Authority Board can consider the allocation of these funds.

For SacRT, the five-year program and each annual program update shall include performance indicators to assess if “Fix It First” investment needs are being prioritized and expenditures are consistent with the adopted Metropolitan Transportation Plan, the SacRT Short Range Transit Plan, and the SacRT Transit Asset Management (TAM) Plan.

Funding for light rail extensions will only be available after analyzing ridership potential based on approved general plans and zoning land use designations in proximity to planned stations and inclusion of the project in the Metropolitan Transportation Plan. If these terms are not met for a proposed light rail extension, then funds would be reprogrammed for other transit projects subject to the approval of the Authority.

C. Congestion Relief Improvements. 24.86% of all annual net sales tax revenues shall be used for project development, right-of-way, and construction of highway, transit, rail, increased bus and light rail service, and expressway expansion and widening projects affecting multiple local entities, that reduce congestion, improve operations, and enhance access to the overall transportation network. The objective is for Measure A to assist—but not require—agencies, including SacRT, the California Department of Transportation (Caltrans) and the Capital Southeast Connector Joint Powers Authority, to achieve a match of at least a third of the total cost of each of the eligible projects listed for this category in this Expenditure Plan.

1. Transit and Rail Congestion Improvement Projects. 13.11% of all annual net sales tax revenues shall be allocated to SacRT for transit and rail projects that reduce congestion, expand capacity, improve operations and enhance access to the transportation system. The proposed allocation amounts for bus and light rail projects are intended to be flexible to allow for SacRT to best apply the funding to achieve the maximum benefit in matching funds from state and federal resources. Projects funded through this subcategory shall be subject to the same accountability provisions included in Section II, Subsection B of this Expenditure
Plan regarding development of a five-year plan, updated annually and submitted to the Authority before allocations are made.

2. **Highway Congestion Improvement Projects.** 11.75% of all annual net sales tax revenues shall be allocated to Caltrans, the Capital Southeast Connector Joint Powers Authority, and the City of Elk Grove for highway congestion improvement projects, including state highway improvements and the Capital Southeast Connector in Sacramento County. Allocations of funding to Caltrans will be used by the department for both project development and capital expenses associated with the projects included in this category and the funding is intended to provide matching leverage for additional state and federal funding.

D. **Senior and Disabled Transportation Services.** 3.09% of all annual net sales tax revenues shall be used for planning, design, operational, maintenance, and capital acquisition activities of any designated consolidated transportation services agency (CTSA) and Sac RT to provide demand-responsive transportation services to eligible seniors and disabled residents. Operation funds shall be allocated monthly. Any CTSA and SacRT shall adopt a five-year program for use of these funds. The five-year plan will be updated annually and submitted to the Authority for approval.

E. **Air Quality.** 2.20% of all annual net sales tax revenues shall be allocated monthly to the Sacramento Metropolitan Air Quality Management District (SMAQMD) to provide funding for monitoring, planning, emission reduction, and future mobility programs to promote clean air, mitigate climate change and transportation pollution, respond to wildfire smoke impacts, and achieve and maintain health-based air quality standards and low-carbon development goals.

F. **Program Administration – Taxpayer Oversight.** 1.0% of all annual sales tax revenues shall be allocated monthly to the Authority for general and financial administration of the Authority and the Measure A program, coordination and consultation with Measure A recipient entities and Sacramento Area Council of Governments (SACOG), facilitation and administration of the Independent Taxpayer Oversight Committee, independent financial and performance audits, and ongoing public information and outreach.

G. **Extension of the Sacramento Countywide Transportation Mitigation Fee Program (SCTMFP).** This Ordinance extends the SCTMFP established by Ordinance No. STA 04-01 for the Existing Tax program for the period April 1, 2039, through March 31, 2061. Allocations for funding from the extended fee program are not included in this Expenditure Plan which governs the distribution of revenue resulting from the imposition of a retail transactions and use tax of one-half percent for local transportation purposes for a period of forty (40) years.

Future SCTMFP allocations are subject to validation by a nexus study to be initiated no later than April 1, 2037, as specified in Section IX of this Ordinance and fees collected shall be allocated to specific projects through a process determined by the Authority in coordination with local jurisdictions, and the allocation plan shall be in place prior to April 1, 2039.
MEASURE A 2020 TRANSPORTATION SALES TAX EXPENDITURE PLAN
MARCH 12, 2020

(All dollar figures are estimates and are stated in millions of dollars)

LOCAL STREETS AND ROADS (47.95%) $ 3,876.00

47.95% of all annual net sales tax revenues shall be allocated to each incorporated city and the unincorporated county for local street and road purposes. Funds for each of the subcategories below will be allocated by formula.

Local Street and Road Repair and Transformative System Improvements (39.29%) $ 3,176.00

39.29% of all annual net sales tax revenues shall be allocated monthly to each incorporated city and the unincorporated county based 75% on relative population and 25% on relative paved and maintained road mileage. These funds are available for the maintenance and rehabilitation of local streets, roads and other transformative improvements to the local system. Transformative improvements include safety projects, complete streets with or without capacity expansion, sidewalk and pedestrian improvements, active transportation improvements, safe routes to schools, Americans with Disabilities Act compliance, intelligent transportation system enhancements, street lighting and synchronized signals, electric vehicle charging stations, trail improvements, major arterial improvements, and other improvements which will help transform the overall system to better facilitate improved mobility and the development of alternative travel options.

For the first five years following implementation of Ordinance No. STA 20-01 (April 1, 2021, to March 31, 2026), not less than 90% of the funds identified for the Local Street and Road Repair and Transformative System Improvements Program shall be used exclusively by all cities and the County of Sacramento for “Fix It First” road and bridge preventative maintenance and rehabilitation, including safety improvements, so as to bring these facilities throughout Sacramento County to a Pavement Condition Index (PCI) of at least 70 at the soonest possible time.

At the end of the five-year period following the date of implementation of Ordinance No. STA 20-01 (after March 31, 2026), not less than 50% of the funds identified for the Local Street and Road Repair and Transformative System Improvements Program shall be used exclusively by all cities and the County of Sacramento for “Fix It First” street, road, and bridge preventative maintenance and rehabilitation so as to continue efforts to bring these facilities throughout Sacramento County to PCI of at least 70.
A 70 PCI is generally defined as safe, reliable and smooth street surfaces with little to no blemishes, potholes or substantial cracking. Streets and roads with a 70 PCI are expected to have a comfortable and safe ride for all motorized vehicles and bicycles, with minimum wear and tear on all such users.

The definition of maintenance and rehabilitation shall include as eligible for these funds the non-capacity upgrade of existing streets, including improvements to enhance safety and access for pedestrians, bicycles, and transit users.

Notwithstanding these allocation restrictions, the percentage commitments to “Fix It First” maintenance and rehabilitation may be reduced and any city and the County of Sacramento may direct a higher percentage of those funds to new transformative system improvements, provided the following conditions have been met:

1. The public agency manager responsible for road maintenance has certified in writing to the City Council and City Manager in a city and the Board of Supervisors and the Chief Administrative Officer at the County that the road facilities under their management have met or will meet within the next 12 months a 70 PCI rating.

2. The public agency manager responsible for road maintenance has submitted a written plan to the City Manager or County Chief Administrative Officer clearly demonstrating how the 70 PCI rating will be sustained in the future. Any diversion of the funds committed to maintenance and rehabilitation can only continue as long as a jurisdiction maintains an average PCI of 70 or above for its street and road system.

In addition, local jurisdictions must maintain current levels of funding for maintenance and rehabilitation and shall not use funds from this allocation to offset existing funding planned or allocated for this purpose.

With the exception of the City of Isleton, which will receive a fixed amount of these funds, the percentage allocation for each jurisdiction is listed and includes eligible projects proposed for funding from this category. In addition to the “Fix It First” Maintenance and Rehabilitation allocation, the jurisdiction lists include safety projects, complete streets projects, improvements to major arterials, local road capacity expansion, bicycle and pedestrian improvements, intelligent transportation system enhancements, and other transformative improvements which will facilitate improved mobility and the development of alternative travel options for the future. Arterial improvements and system access projects may also be included in another category of the Expenditure Plan.
Local Street and Road Repair and Transformative System Improvements (continued)

Citrus Heights (5.29%) $ 168.05

- “Fix It First” Street Maintenance and Rehabilitation
- Complete Streets Program:
  - Auburn Blvd Phase II (Rusch Park – I-80)
  - Auburn Blvd Phase III (Sylvan Corners – Greenback Lane)
  - Auburn Blvd Phase IV (Greenback Lane – Manzanita Avenue)
  - Antelope Road (Auburn Blvd – Old Auburn Road)
  - Dewey Drive (Greenback Lane – Connemara Circle)
  - Fair Oaks Blvd (Oak Avenue – Madison Avenue)
  - Greenback Lane (Sunrise Blvd – Fair Oaks Blvd)
  - Oak Avenue (Sunrise Blvd – Wachtel Way)
  - Old Auburn Road (Sylvan Corners – Roseville City Limit)
  - Roseville Road (Butternut Drive – City Limit)
  - San Juan Avenue (Madison Avenue – Sylvan Road)
  - Sunrise Blvd (Sayonara Drive – North City Limit)
  - Sylvan Road (San Juan Avenue – Sylvan Corners)
  - Wachtel Way (Oak Avenue – Auburn Road)
  - Van Maren Lane (Greenback Lane – Garden Gate Drive)
- Antelope Road/I-80 Interchange (Bike, Pedestrian, Americans with Disabilities Act and Congestion Relief Improvements)
- Intelligent Transportation System Improvements
- Bicycle Master Plan Implementation
- Pedestrian Master Plan Implementation
- Americans with Disabilities Act Transition Plan Implementation
- Support of a Local Transportation Management Agency
LOCAL STREETS AND ROADS  (continued)

Local Street and Road Repair and Transformative System Improvements  (continued)

Elk Grove (10.99%) $348.79

- “Fix It First” Street Maintenance and Rehabilitation
- Widen, Rebuild, and Extend Kammerer Road*
- Construct SR-99 at Whitelock Parkway Interchange*
- Intelligent Transportation System Improvements
- Signal Maintenance and Rehabilitation
- Citywide Complete Streets Improvements
- Bicycle, Pedestrian, Trails, and Americans with Disabilities Act Master Plan Implementation
- Laguna Creek Trail
- Elk Grove Creek Trail
- Powerline Trail
- Stone Lake Trail
- Trail Maintenance and Rehabilitation
- Congestion Reduction on Elk Grove Blvd
- Congestion Reduction on Laguna Blvd/Bond Road
- Pedestrian Overcrossing of UPRR on Elk Grove Blvd
- Pedestrian Overcrossing of UPRR on Laguna Blvd
- Support of a Local Transportation Management Agency
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**Folsom (5.29%)**
- “Fix It First” Street Maintenance and Rehabilitation
- Construct US-50 at Empire Ranch Road Interchange*
- Construct US-50 at Oak Avenue Parkway Interchange*
- Widen White Rock Road (Prairie City Road – Empire Ranch Road)*
- Folsom Blvd Bicycle Overcrossing
- Intelligent Transportation System Improvements
- Bicycle Master Plan Implementation
- Pedestrian Master Plan Implementation
- Americans with Disabilities Act Transition Plan Implementation
- Folsom Lake State Recreation Area Trail Projects
- Support of a Local Transportation Management Agency

**Galt (1.70%)**
- “Fix It First” Street Maintenance and Rehabilitation
- Construct SR-99 at Walnut Avenue Interchange*
- Bicycle Master Plan Implementation
- Pedestrian Master Plan Implementation
- Americans with Disabilities Act Transition Plan Implementation
- Carillion Blvd Complete Streets Improvements
- Support of a Local Transportation Management Agency
LOCAL STREETS AND ROADS (continued)

Local Street and Road Repair and Transformative System Improvements (continued)

Isleton (Fixed Amount) $ 2.00

- “Fix It First” Street Maintenance and Rehabilitation
- Community Center Americans with Disabilities Act Ramps and Parking Lot Rehabilitation
- Safety Lights for Tower Park and Ride Lot
- Electric Vehicle Charging Stations
- Dock/Ferry Station Rehabilitation
- Green Streets Plan
- Pilot Shuttle, Isleton to E-Bart Station
- Support of a Local Transportation Management Agency

Rancho Cordova (5.09%) $ 161.71

- “Fix It First” Street Maintenance and Rehabilitation
- Construct US-50 at Rancho Cordova Parkway Interchange, including the Interchange at US-50 to White Rock Road*
- Widen White Rock Road (Sunrise Blvd – Grant Line Road)
- Widen Douglas Road (Sunrise Blvd – Western City Limit with Bridge over Folsom South Canal)
- Sunrise Blvd Complete Streets Improvements (Folsom Blvd – Jackson Highway)
- Mather Field Road Complete Streets
- Coloma Road Complete Streets
- Zinfandel Bicycle and Pedestrian US-50 Overcrossing
- Bicycle Master Plan Implementation
- Pedestrian Master Plan Implementation
- Americans with Disabilities Act Transition Plan Implementation
- American River Parkway
- Support of a Local Transportation Management Agency
LOCAL STREETS AND ROADS

Local Street and Road Repair and Transformative System Improvements

Sacramento (31.27%) $ 992.47

- “Fix It First” Maintenance and Rehabilitation (to include complete streets and safety elements whenever feasible)
- Intelligent Transportation System Master Plan Implementation
- Vision Zero Action Plan (Safety Improvements) Implementation
  - High Injury Networks
  - Safe Routes to School
- Complete Streets (to include at a minimum currently identified efforts):
  - Stockton Blvd
  - Franklin Blvd
  - Fruitridge Road
  - Northgate Blvd
  - Meadowview Road/24th Street
  - Broadway
- Active Transportation Implementation
  - Bikeway Master Plan
  - Pedestrian Master Plan
- Accessibility Improvements
- Pedestrian and Bicycle Safety Improvements
- 14th Avenue Extension
- 67th Street Bike/Pedestrian Tunnel to CSUS
- Operations and Security
- Support of Strategic Local Transportation Management Agency Initiatives
- Parking Facilities
LOCAL STREETS AND ROADS (continued)

Local Street and Road Repair and Transformative System Improvements (continued)

County of Sacramento (40.36%) $1,281.01

- “Fix It First” Street Maintenance and Rehabilitation
- Bicycle Master Plan Implementation
- Pedestrian Master Plan Implementation
- Americans with Disabilities Act Transition Plan Implementation
- Hazel Avenue/US-50 Interchange*
- North Watt Avenue at UPRR/Capitol Corridor Overcrossing
- American River Parkway
- Arterial Corridor Rehabilitation with Complete Streets, Intelligent Transportation System Improvements and Streetscape:
  - Arden Way (Ethan Way – Watt Avenue)
  - Auburn Blvd (Fulton Avenue – Manzanita Avenue)
  - Cypress Avenue (Edison Avenue – Manzanita Avenue)
  - El Camino Avenue (Ethan Way – Fair Oaks Blvd)
  - Elverta Road (Watt Avenue – Antelope Road)
  - Fair Oaks Blvd (Howe Avenue – Madison Avenue)
  - Folsom Blvd (Watt Avenue – Bradshaw Road)
  - Fulton Avenue (Auburn Blvd – Fair Oaks Blvd)
  - Garfield Avenue (Greenback Lane – Winding Way)
  - Greenback Lane (Hazel Avenue – Madison Avenue)
  - Howe Avenue (Auburn Blvd – Fair Oaks Blvd)
  - Madison Avenue (Watt Avenue – Sunrise Blvd)
  - Manzanita Avenue (Auburn Blvd – Fair Oaks Blvd)
  - Marconi Avenue (Howe Avenue – Fair Oaks Blvd)
  - Oak Avenue (Hazel Avenue – Folsom City Limit)
LOCAL STREETS AND ROADS

Local Street and Road Repair and Transformative System Improvements

County of Sacramento

- Pasadena Avenue (Cypress Avenue – Winding Way)
- Power Inn Road (Florin Road – Calvine Road)
- San Juan Avenue (Madison Avenue – Fair Oaks Blvd)
- Stockton Blvd (North of 65th Street – Power Inn Road)
- Sunrise Blvd (Madison Avenue – Coloma Road)
- Watt Avenue (Capital City Freeway – Fair Oaks Blvd)
- 47th Avenue (Franklin Blvd – Stockton Blvd)

- Road Capacity Expansion with Complete Streets and Intelligent Transportation System Improvements:
  - Antelope Road (Watt Avenue – Roseville Road)
  - Bradshaw Road (Old Placerville Road – Calvine Road)
  - Calvine Road (Power Inn Road – Grant Line Road)
  - Douglas Road (Rancho Cordova City Limit – Kiefer Blvd)
  - Elkhorn Blvd (Rio Linda Blvd – I-80)
  - Elverta Road (SR-99 – Watt Avenue)
  - Greenback Lane (Fair Oaks Blvd – Hazel Avenue)
  - Hazel Avenue (Placer County Line to Madison Avenue)
  - Jackson Highway (Watt Avenue – Grant Line Road)
  - Madison Avenue (Sunrise Blvd – Greenback Lane)
  - North Watt Avenue (Antelope Road – Capital City Freeway)
  - Roseville Road (Airbase Drive – Placer County Line)
  - South Watt Avenue/Elk Grove-Florin Road (Kiefer Blvd – Calvine Road)
  - Sunrise Blvd (Jackson Highway – Grant Line Road)

- Support of a Local Transportation Management Agency
Local Projects of Regional Significance (8.66%)  $700.00

8.66% of all annual net sales tax revenues shall be allocated to the local jurisdiction listed in this category to fund projects within the boundaries of these local jurisdictions that provide a regional benefit to the overall transportation network. These projects include construction or modifications to interchanges interfacing with state highways, projects that are required for mitigation purposes for new or expanded access to the system improvements to local arterials that promote regional connectivity. The interchange projects listed will require a federal, state, local and/or developer match of at least one-third of the cost of the improvement. Allocations are based on a formula which takes into account population, lane miles and sales tax generation, and funding will be provided to local jurisdictions for expenditure on these specific projects only. Recipient agencies are shown for each project.

Citrus Heights (3.60%)  $25.20

- Auburn Blvd Phase II (Rusch Park – I-80)
- Madison Avenue Corridor (Fair Oaks Blvd – San Juan Avenue)
- Sunrise Blvd (Sayonara Drive – Madison Avenue)
- Antelope Road/I-80 Interchange (Bike, Pedestrian, Americans with Disabilities Act, and Congestion Relief Improvements)

Elk Grove (10.20%)  $71.40

- Whitelock Parkway/SR-99 Interchange
- Elk Grove Blvd Congestion Relief
- Laguna Blvd/Bond Road Congestion Relief

Folsom (10.50%)  $73.50

- Empire Ranch Road/US-50 Interchange
- Oak Avenue Parkway/US-50 Interchange
- Oak Avenue Parkway (Folsom-Auburn Road – American River Canyon Drive)
- Folsom-Auburn Road at Folsom Lake Crossing
- Folsom Blvd/Blue Ravine Road Rail/Trail Grade Separation
LOCAL STREETS AND ROADS

Local Projects of Regional Significance

Galt (1.20%) $8.40
- Walnut Avenue/SR-99 Interchange

Isleton (0.10%) $0.70
- Local Street and Road Repair
- SR-160 Safety Plan

Rancho Cordova (10.50%) $73.50
- Rancho Cordova Parkway/US-50 Interchange, including the Interchange at US-50 to White Rock Road
- White Rock Road Complete Streets (Sunrise Blvd – East City Limit)
- Widen Douglas Road (Sunrise Blvd – West City Limit)

Sacramento (30.20%) $211.40
- Richards Blvd/I-5 Interchange (Implement River District Specific Plan/Railyards Specific Plan)
- Mack Road/SR-99 Interchange (Safety Improvements)
- 65th Street/US-50 Interchange (65th Street Transit Area Plan Improvements)
- I Street Bridge Replacement (Railyards Blvd) over Sacramento River
- American River Bridge to South Natomas
- Broadway Bridge over Sacramento River
- Cosumnes River Blvd Improvements (SR-99 – Franklin Blvd)
- West El Camino Avenue/I-80 Interchange (North Natomas Freeway Agreement)
- Northgate Blvd/I-80 Interchange (North Natomas Freeway Agreement)
LOCAL STREETS AND ROADS (continued)

Local Projects of Regional Significance (continued)

Sacramento (continued)

• Sacramento River/American River/Regional Bike Trails (Development, Patrol, and Maintenance for Those Areas Not Covered by Sacramento County Parks)
• Intermodal Transportation Facility Development (Phase 3 Implementation Capital Costs)

County of Sacramento (33.70%) $235.90

• Arden Way (Ethan Way – Watt Avenue)
• Bradshaw Road (Old Placerville Road – Calvine Road)
• Elverta Road (SR-99 – Antelope Road)
• Fair Oaks Blvd (Howe Avenue – Madison Avenue)
• Folsom Blvd (Watt Avenue – Bradshaw Road)
• Hazel Avenue/US-50 Interchange
• Madison Avenue (Watt Avenue – Greenback Lane)
• Rural Road Shoulder and Safety Improvements
• South Watt Avenue/Elk Grove-Florin Road (Kiefer Blvd – Calvine Road)
• Sunrise Blvd (Jackson Highway – Grant Line Road)
• Watt Avenue (Capital City Freeway – Fair Oaks Blvd)
• 47th Avenue (Franklin Blvd – Stockton Blvd)

*Project may also be included in another category
SACRAMENTO REGIONAL TRANSIT DISTRICT (SacRT) MAINTENANCE, OPERATIONS, AND TRANSFORMATIVE SYSTEM IMPROVEMENTS (21.90%)  $1,770.00

21.90% of all annual net sales tax revenues shall be allocated to SacRT in funding for the transit equivalent of “Fix It First” along with needed operational and other transformative improvements. For the first five years following implementation of Ordinance No. STA 20-01, not less than one-third of these funds must be spent on achieving a state of good repair of the transit system, bus and light rail vehicle replacement, safety, security, and fare assistance for senior, disabled, student, and low-income passengers. During this period, the following performance metrics service shall also be met:

1. SacRT will meet or exceed the requirements in the SacRT Transit Asset Management (TAM) Plan for the percentage of buses and light rail vehicles that meet or exceed useful vehicle life or average vehicle age benchmarks.

2. SacRT will meet or exceed performance goals and industry standards, adopted by the SacRT Board of Directors, for miles between road calls, on-time performance, missed trips, and safety/security key performance indicators.

3. SacRT will meet or exceed the California Transportation Development Act (TDA) goals and requirements, which currently include meeting minimum farebox recovery ratio requirements and independent performance audits conducted every three years.

Notwithstanding this allocation restriction, prior to the end of the five-year period following implementation of Ordinance No. STA 20-01, the one-third commitment to “Fix It First” vehicle replacement, maintenance, operations and security may be reduced and SacRT may direct a higher percentage of the funds to other activities included in this category, provided the following conditions have been met:

1. The SacRT Chief Financial Officer has certified in writing to the SacRT General Manager/CEO and the SacRT Board of Directors that the performance metrics above have been met.

2. The Chief Financial Officer has submitted a written five-year expenditure plan to the General Manager/CEO clearly demonstrating how the performance metrics will be sustained in the future.

Other investments with these funds are intended to provide for improved access for the senior and disabled populations, fare subsidies for transit-dependent riders, financial support for expanded light rail operations, and the implementation of innovative services that will improve transit connections and encourage increased ridership. The following projects will be eligible for funding through this category:

- Basic State of Good Repair, Bus Replacement, Safety, and Security
- Fare Subsidy Program for Students, Seniors, and Low-income Passengers
- Low-floor Trains Systemwide
- Americans with Disabilities Act Upgrades for Bus and Rail
- Zero Emission Vehicle Shuttles
- Maintenance and Operations of New Light Rail Projects
SACRAMENTO REGIONAL TRANSIT DISTRICT (SacRT) MAINTENANCE, OPERATIONS, AND TRANSFORMATIVE SYSTEM IMPROVEMENTS (continued)

- Florin Station TOD Partnership ($1.0 million)
- SmaRT Ride Microtransit Program

CONGESTION RELIEF IMPROVEMENTS (24.86%) $2,010.00

24.86% of all annual net sales tax revenues shall be allocated to the agencies indicated for highway, transit or rail projects that reduce congestion, expand capacity, improve operations, and enhance access to the transportation system. Allocations of funding to Caltrans for highway congestion improvements will be used by the department for both project development and capital expenses associated with the projects listed and will provide matching leverage for additional state and federal dollars. Proposed allocation amounts for SacRT bus and light rail projects included as transit and rail congestion improvements are intended to be flexible to allow for the transit agency to best apply the available funding to achieve the maximum benefit in matching funds from state and federal sources.

Transit and Rail Congestion Improvement Projects (13.11%) $1,060.00

13.11% of all annual net sales tax revenues shall be allocated to SacRT for transit and rail projects that reduce congestion, expand capacity, improve operations and enhance access to the transportation system. The proposed allocation amounts for bus and light rail projects are intended to be flexible to allow for SacRT to best apply the funding to achieve the maximum benefit in matching funds from state and federal resources.

- Capital Improvement Projects $485.00
  - LRT Gold Line Express Service
  - LRT Green Line Extension (Township 9 – Natomas – Toward SMF)
  - LRT Extensions to Elk Grove and Folsom
  - BRT to Citrus Heights, Stockton Blvd, and Sunrise in Rancho Cordova
- Increased Routes and Frequencies for Both Bus and Light Rail Operations $575.00
CONGESTION RELIEF IMPROVEMENTS

Highway Congestion Improvement Projects (11.75%) $950.00

11.75% of all annual net sales tax revenues shall be allocated to Caltrans, Capital Southeast Connector Joint Powers Authority, and the City of Elk Grove for highway congestion improvement projects, including state highway improvements and the Capital Southeast Connector project in Sacramento County. Allocations of funding to Caltrans will be used by the department for both project development and capital expenses associated with the projects included in this category and the funding is intended to provide matching leverage for additional state and federal dollars to ultimately complete the identified projects.

- Caltrans $650.00
  - Capital City Freeway Bus/Carpool Lanes (I-80 – P Street)
  - I-5 Bus/Carpool Lanes (US-50 – SMF)
  - I-5/I-80 Interchange Complex Improvements
  - I-5/US-50 Interchange Complex Improvements
  - SR-99/US-50/Bus-80 Interchange Complex Improvements
- Capital Southeast Connector (SR-99 – US-50) $248.00
- Widen, Rebuild, and Extend Kammerer Road (City of Elk Grove) $52.00

SENIOR AND DISABLED TRANSPORTATION SERVICES (3.09%) $250.00

3.09% of all annual net sales tax revenues shall be allocated to SacRT and any designated consolidated transportation services agency to provide transit services for the county’s senior and disabled populations, including vehicle acquisition, operations of Americans with Disabilities Act and Non-Americans with Disabilities Act demand response service and maintenance, development and implementation of scheduling, communications, and service delivery technology to improve customer interface, senior and disabled low-fare discount programs, planning and implementation of new services to accommodate growing customer base, such as SacRT’s SmartRide service, or other similar services, for senior and disabled populations, maintenance and delivery of social services transportation, mobility training, and other innovative mobility management programs designed for elderly and disabled populations.
AIR QUALITY (2.20%) $ 177.50

2.20% of all annual net sales tax revenues shall be allocated to the Sacramento Metropolitan Air Quality Management District (SMAQMD) to provide funding for monitoring, planning, emission reduction, and future mobility programs to promote clean air, mitigate climate change and transportation pollution, respond to wildfire smoke impacts, and achieve and maintain health-based air quality standards and low-carbon development goals. Meeting these standards as demonstrated in an approved State Implementation Plan for Sacramento Region is a legally binding requirement for the region to receive federal funds for road widening, new roads, and other infrastructure projects. The funds will also leverage millions in State dollars to support other regional efforts for active transportation and land use, electrification of the transportation sector, and future mobility options, including deployment of electric school buses, electric transit for first- and last-mile trips, charging and hydrogen fueling infrastructure, and micro-mobility shared uses.

REGIONAL MOBILITY CENTER $ 20.00

$500,000 in annual net sales tax revenues, not to exceed $20 million for the program period, shall be available to the City of Sacramento for a Regional Mobility Center to provide funding in collaboration with other public and private entities, for a center to foster innovation in clean transportation, including electric and automated vehicle technology, to develop future smart mobility solutions for the region. The center will provide a platform for industry innovators, educational institutions and clean tech regulators to conduct research and development work to create new technology and hardware, and provide a supportive regional environment to attract and grow transformative mobility startup businesses in the area, adding new jobs and stimulating investment in clean and innovative mobility solutions. The center will also contribute to machinery and equipment costs that will be used to train a future workforce for the clean mobility sector.

COMMUTER RAIL SERVICE ENHANCEMENTS $ 80.00

$2 million in annual sales tax revenues, not to exceed $80 million for the program period, shall be available to the San Joaquin Regional Rail Commission for operations and serve enhancements related to the Altamont Corridor Express (ACE) service that benefit Sacramento County residents. Determination of that benefit shall be based on the route-miles of ACE service and the number of stations served by ACE in Sacramento County.

SACRAMENTO INTERMODAL TRANSIT FACILITY $ 40.00

$1 million in annual sales tax revenues, not to exceed $40 million for the program period, shall be available to the City of Sacramento for support of operations related to the Sacramento Intermodal Transfer Facility.
TRANSPORTATION MANAGEMENT AGENCIES  $ 8.00

$200,000 in annual sales tax revenues, not to exceed $8 million for the program period, shall be available to the Sacramento Area Council of Governments (SACOG) and Sacramento Metropolitan Air Quality Management District (SMAQMD) to support the activities of Transportation Management Agencies in Sacramento County. Allocation details and program performance metrics will be developed by SACOG and SMAQMD in coordination with county Transportation Management Agencies prior to April 1, 2021, and subject to approval of the Authority.

AMERICAN RIVER PARKWAY  $ 63.00

Not more than $63 million in sales tax revenues will be dedicated to the County of Sacramento, Department of Regional Parks, for the American River Parkway. The available funds will be allocated as follows: $1 million per year from April 1, 2021, through March 31, 2039, and $2 million per year for the remaining period of Measure A through March 31, 2061. Activities funded through this program will be coordinated with the appropriate jurisdictions in which the Parkway is located and projects eligible for funding shall include trail maintenance and rehabilitation, habitat preservation, and safety programs for trail segments where crime and safety conditions are an identified problem so as to preserve and enhance active transportation use.

PROGRAM ADMINISTRATION – INDEPENDENT TAXPAYER OVERSIGHT (1.00%)  $ 83.78

Not more than 1.00% of all annual sales tax revenues shall be available for Measure A program administration. The 1% limitation applies to administrative expenditures and support for Independent Taxpayer Oversight.

EXTENSION OF THE SACRAMENTO COUNTYWIDE TRANSPORTATION MITIGATION FEE PROGRAM (SCTMFP)  $331.00

The amount of revenue to be delivered through contributions from new development through the extension of the SCTMFP for the period April 1, 2039, through March 31, 2061, is estimated to be approximately $331 million. The intended program allocation for the fees collected by this program is 35% ($115.9 million) for Local Streets and Roads; 30% ($99.3 million) for Transit and Road Congestion Improvement Projects and SacRT Maintenance and Operations; 10% ($33.1 million) for Highway Congestion Improvement Projects on the local freeway system; and 25% ($82.8 million) for transportation project environmental mitigation.

Allocations for funding from the extension of the SCTMFP are not included in this Expenditure Plan which governs the distribution of revenue resulting from the imposition of all retail transaction and use tax of one-half percent for local transportation purposes for a period of forty (40) years.

Future SCTMFP allocations are subject to validation by a nexus study to be initiated no later than April 1, 2037, as specified in Section IX of this Ordinance and fees collected shall be allocated to specific projects through a process as determined by the Authority in coordination with local jurisdictions and an allocation plan shall be in place prior to April 1, 2039.

Percentages may not add to 100% due to rounding.